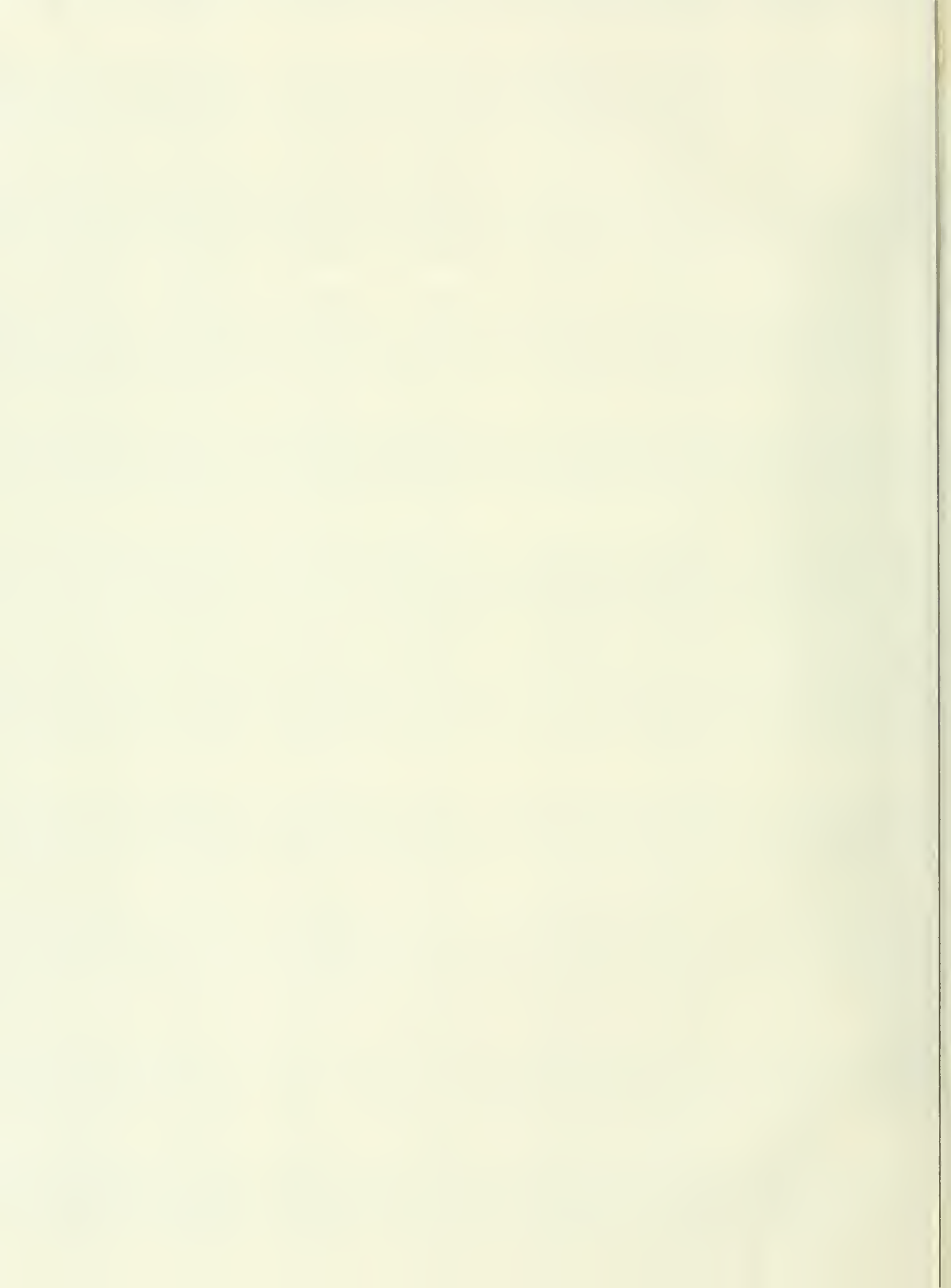


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Geography of China

BY

HORATIO B. HAWKINS, M.A.

Teacher in Kiangsu Provincial College, Soochow

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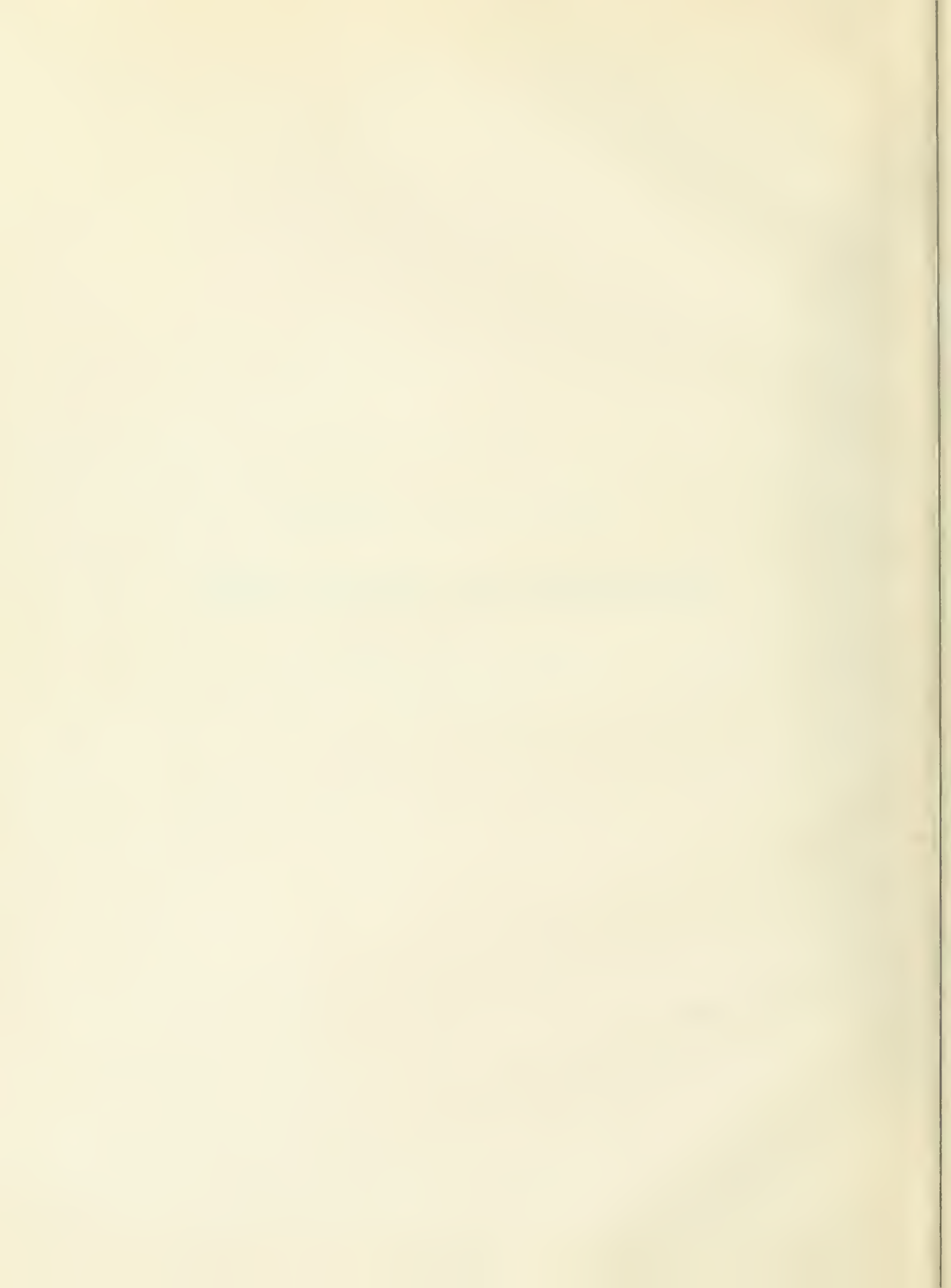
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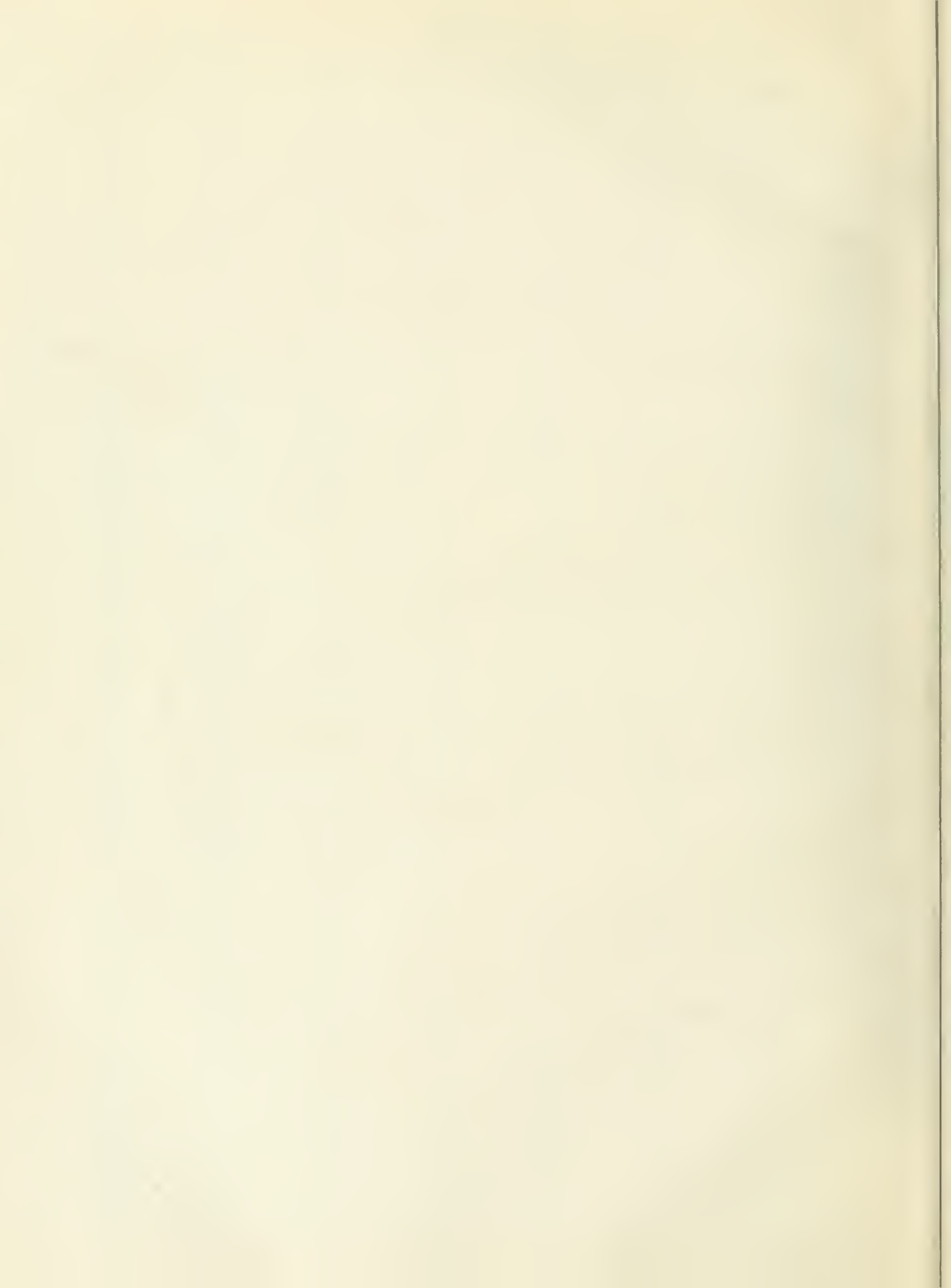
FONG F. SEC, M.A.

General Editor



英文中國地理序

今代教育家論科學之配置輒以地理學爲重要科學之一部而尤以本國地理爲國民教育之要點夫本國地理之應注重是矣獨怪今日習用之課本非詳其所略略其所詳不盡適合於教科之用卽陳陳相因第言全國若干省幅員若干里人口若干兆枯寂寡歡幾成通弊卽在吾國人之自行編訂者時或不免而奚論其他美之哈金絲君教授於江蘇高等學堂者有年夙究心於吾國地理之學知舊有之籍不足以饜學者之求也乃抉微索隱成書一卷於向所謂詳略失當枯寂無味諸弊旣已力祛無遺而有所證引一以簡明切要爲歸恢恢乎學海之先河禹域之導師矣抑又聞之地理之學大別爲三曰天文地理凡地球與天體之關係屬焉曰地文地理凡海陸自然之區別動植礦物之分類屬焉曰人文地理凡全球之位置流域各國之政教風俗屬焉三者並重不可偏廢然就其切於實用者而言自以人文地理爲尤要此編於各行省之人情風土言之特詳讀者無艱澀之虞而自收事半功倍之效哈君於此蓋嘗本教授時之實驗斟酌參考三致意焉而非末學膚受者所可同日語也至於圖畫之精審輯義之詳盡則讀者更將自得之而無待不佞之贅言矣宣統三年孟夏無錫王蘊章



EDITOR'S PREFACE

This book is prepared in response to a demand on the part of Chinese teachers and students for a geography of China which should meet the present needs of Chinese schools.

On the one hand, our teachers complain that the imported text-books on geography devote too much space to foreign countries and not enough to China, and that the facts they present concerning our country are not infrequently distorted, to say nothing of inaccuracies. Every student should know the leading facts of his own country before he studies the world at large. As its title implies, this book deals with the Geography of China, to be followed by a larger volume, by the same author, on the Geography of the World. The mass of information contained in these books is at once useful and up-to-date.

The students, on the other hand, complain that, as they have not used many English books, they find that texts from abroad often present difficulties in style. To meet this point, we are fortunate in securing the co-operation of the author, who writes very simple and yet clear English, and who takes a most sympathetic interest in the welfare of China. Mr. Hawkins has not only furnished us with the text but has also given us helpful suggestions regarding the make-up of the book.

To make the geography suitable for our students, we have prepared a vocabulary, giving the Chinese equivalents for such new terms as highways of commerce, trade-mart, etc. Every geographical name is given in both English and Chinese, and a list of Anglo-Chinese names is furnished at the back of the book for ready reference. This part of the work was done by Mr. MA SHAO LIANG, B.A. of St. John's University.

The maps of the provinces and dependencies were prepared especially for this book, based on the Geography of China (in Chinese) by TUNG SHIH HANG. In spelling of geographic names, the maps and text follow the Postal Guide of the Government Post Office and the China Inland Mission Atlas for the most part. Quite a number of the illustrations were specially made for this work.

PREFACE

This Geography pays special attention to China's resources and railways, because students, who wish to be useful to their country, may well study facts so important to progress. Care has been taken to show how the improvements in industry can be made to aid national greatness.

As this book describes China for Chinese students, the student's point of view has been remembered. It is hoped the book will help the student in the study of his country and her affairs.

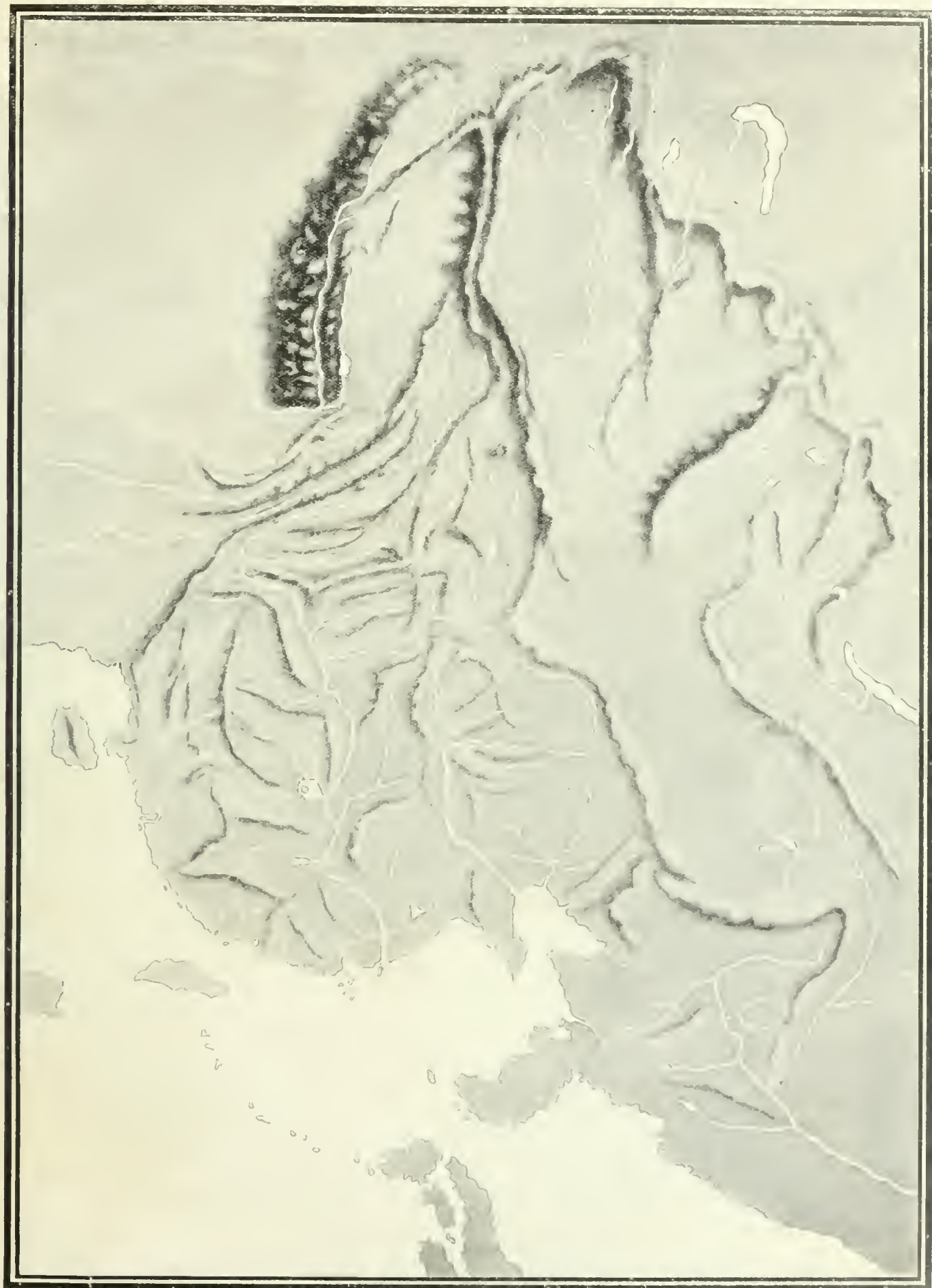
During the three years of preparation, the writer received great help from the experience and observation of his friends in educational work. He keeps in mind the kind and unfailing assistance of Mr. WANG HSIEN-HUA of the China National Institute and of Mr. TSEU YIH-ZAN of the Kiangsu Provincial College. It was through the unwearied labour of Mr. TSEU, that full use was made of Chinese geographical works.

HORATIO B. HAWKINS.

Soochow,

APRIL 25, 1911.

RELIEF MAP OF THE CHINESE EMPIRE

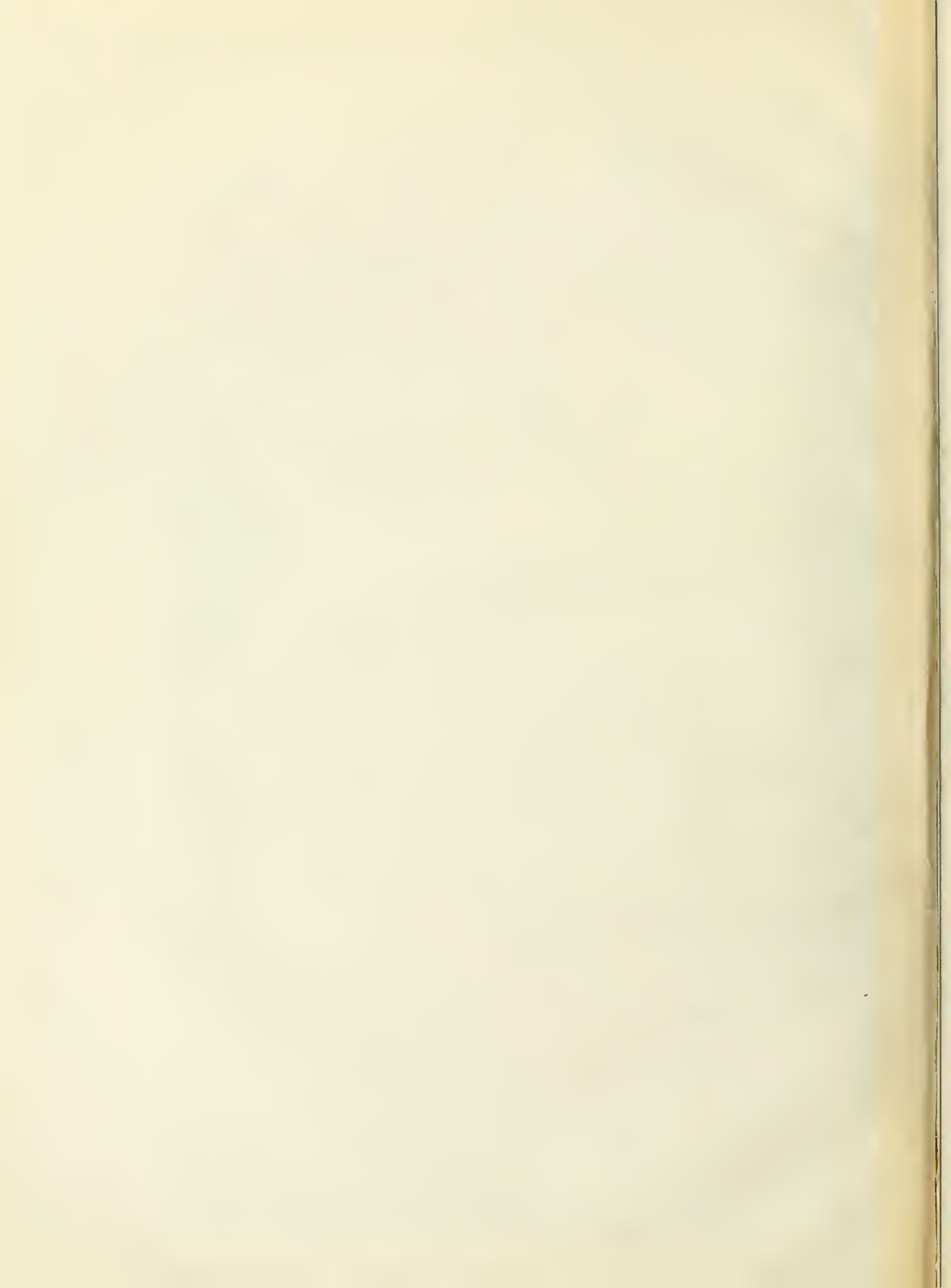


PHYSICAL MAP OF T



THE CHINESE EMPIRE





Geography of China

THE CHINESE EMPIRE

Area 4,277,170 square miles

Population 460,000,000

Capital, PEKING (北京)

1909 Foreign Trade of China	...	...	...	...	...	Hk. taels	780,931,959
.. Exported to Foreign Countries	...	...	...	...	...		350,883,353
.. Imported from Foreign Countries	...	...	...	...	...		130,018,606

CHINA is the oldest of the world's great empires. No empire has more people, and only two (the British and Russian) have more land. The Chinese Empire is larger than the continent of Europe, both in area and population. The abundant *productions* of her fertile plains, her great stores of useful minerals, her forest and animal resources, make China one of the countries richest in *natural wealth*.

Natural Features. China is a country with varied natural features. In Tibet (西藏) she has some of the world's highest mountains and the sources of Asia's longest rivers; in Mongolia (蒙古) and Sinkiang (新疆) she has broad *plateaus*. Manchuria (滿洲) is divided into two rich *river-valleys* with mountain borders, while the Eighteen *Provinces* have some *upland plains* in the west, but *lowland plains* near the mouths of the great rivers.

Mountains. The *frontiers* of China are guarded by long *ranges*, the Altai (阿爾泰山) and the Tien Shan (天山) separating Mongolia from Russian Siberia (西比利亞); the Himalayas (希瑪拉山) keeping apart

Tibet and British India (英屬印度). In these Tibetan mountains are high peaks and large *glaciers*. From the Tibetan *system* branches spread over China, making the inland provinces mountainous.

Rivers. The chief rivers of China are the Yangtse Kiang (揚子江) and the Hwang Ho (黃河). The Yangtse is a producer of wealth, while the Hwang Ho is a destroyer of prosperity. Both may be made better servants of the Empire by modern engineering, which will improve them so that they may be more helpful both to commerce and agriculture. The Si Kiang (西江) in the south, waters a rich and fertile valley. The Pei Ho (白河), the Sungari (松花江), the Liao (遼河), the Han (漢水), the Siang (湘水), the Min (岷江), the Kan (贛江) are all useful rivers.

Islands. Along the coast of China are many islands, especially in Kwangtung (廣東), Fukien (福建), Chekiang (浙江) and Shantung (山東) Provinces. The largest island is Hainan (海南), off the southern part of Kwangtung, while the most populous is Tsungming (崇明), at the mouth of the Yangtse. Hongkong (香港) is a commercial island city. Chusan (舟山) in Chekiang has great advantages as a *naval base*.

Peninsulas. China's greatest peninsula is the mountainous



THE HIMALAYA MOUNTAINS SEEN FROM A MOUNTAIN LAKE IN TIBET



CANAL CHOKED WITH BOATS

eastern part of Shantung Province. In Fengtien (奉天), the Liaotung (遼東) Peninsula, which has great military

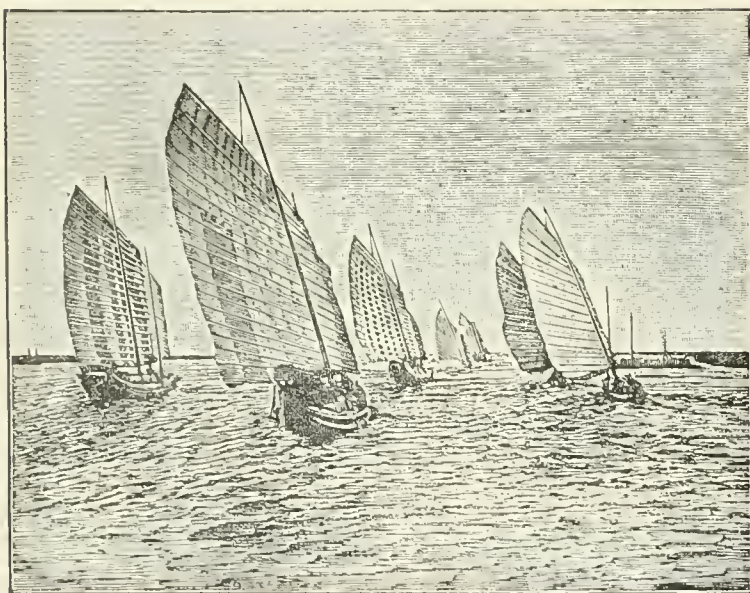
temperate climate, though part of the far south is semi-tropical. In the *interior* and in the north the summer



WEST LAKE, HANGCHOW

is warmer and the winter colder than in the eastern and southern coast provinces. The Tibetan Plateau is extremely cold in winter. The rainfall is heaviest in the coast provinces south of the Yangtse and in the upland provinces of the west and southwest. North China and the dependencies have a dry climate.

Harbours. China has a long *coast line* with good harbours in every coast province. The best natural harbours are found in Kwangtung, Fukien, Chekiang and Shantung, though in Kiangsu and Chihli (直隸) *river-mouths* like those of the Yangtse and Pei Ho have harbours with great commerce. Shanghai (上海) is the *outlet* of Central China, and Tientsin (天津) is the outlet of North China. In order to keep their trade, river harbours must have great improvement. These



TINGTING LAKE

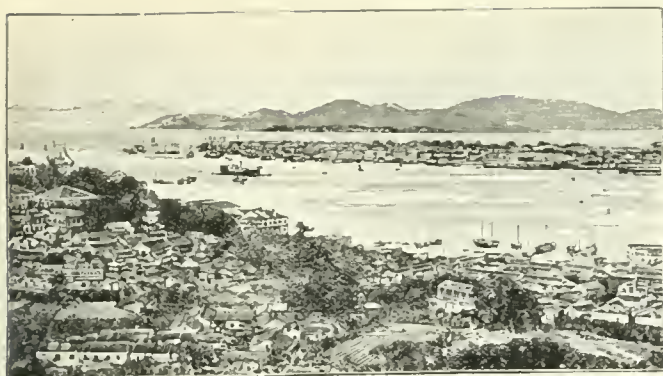
importance, has been *leased* to the Japanese. In the south is the Luichow (雷州) Peninsula in Kwangtung.

Lakes. In the Eighteen Provinces, the largest lakes are Tungting Lake (洞庭湖) of Hunan (湖南), Poyang Lake (鄱陽湖) of Kiangsi (江西) and the Taihu (太湖) between Chekiang and Kiangsu. Among small lakes, Si Hu (西湖) in Chekiang and Erh Hai (洱海) in Yunnan are famous for their beauty. In the *dependencies*, the greatest lake is Ching Hai (青海) or Koko Nor. Tibet has also many beautiful mountain lakes.

Temperature and Rainfall. An empire so large as China must have a varied *climate*. On the whole, the Eighteen Provinces enjoy a



WINTER SCENE IN THE NORTH



AMOY



CHEFOO

harbours are being made deeper and more suitable for large steamers by the engineers of *river conservancy*. The *inlets* of the sea and *waterways* in many parts of the Empire can be made safer and better by engineering improvements.

Ancient Works of Engineering. In earlier times, China had very skilful engineers. Great examples of ancient engineering, such as the *Great Wall* (萬里長城), the *Grand Canal* (運糧河), the iron bridges of Yunnan (雲南), the



GATE IN THE GREAT WALL



A BRIDGE NEAR SOOCHOW

stone bridges of the Yangtse Valley (揚子江流域) and the *irrigation system* of Szechwan, remain to show us how well-understood were some of the needs of the country. The Great Wall is about 1,250 miles long. The Grand Canal connects Tientsin with Hangchow (杭州), crossing the Yangtse Kiang at Chinkiang (鎮江).



ALONG THE GRAND CANAL

KWANGTUNG (廣東省)

Area 100,000 square miles

Population 32,000,000

CAPITAL CANTON (廣州府)

Kwangtung is the richest province of South China. Kwangtung men, by their energy and enterprise, have gained success in many parts of the world.

The province is *for the most part* hilly. The most fertile region is the valley of the Si Kiang or West

(汕頭). Swatow has a large coasting trade. Its chief export is sugar.

In the Si Kiang *delta* are a group of treaty ports,—Canton, Samshui (水縣), and Kongmoon (江門). Hweichow (惠州), though named in *treaties*, is not yet opened. These ports trade mainly with Hongkong by river steamers.

Canton or Kwangchowfu is a great *shipping centre*, and should be a great railway centre. It was the first city to have direct trade with Europe, and is to-day the chief commercial outlet for the southern provinces. The city is built in the fertile delta country, at a point where many rivers meet. The city has *inland trade* with Kwangsi (廣西), Hunan and Kiangsi (江西).



TYPICAL SCENE, KWANGTUNG

River. The *waterways* are passable in many directions. This makes *transportation* very convenient and prosperous. The West River is the *great highway for steamers*.

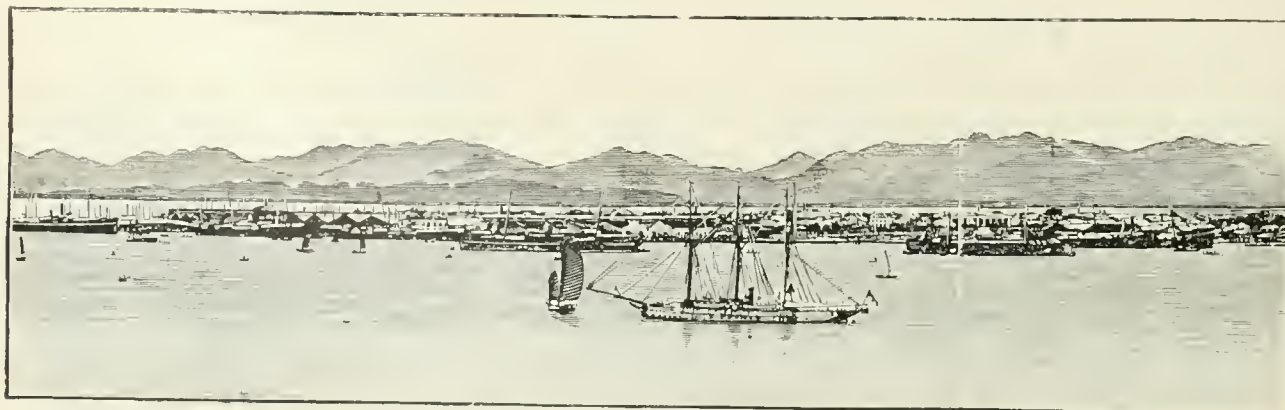
The coast line of Kwangtung is eight hundred miles long, and has a number of good harbours. There are no less than eight *treaty ports* and *customs stations*.

In the north-east of the Province is a rich plain, whose most important political city is Ch'aochowfu (潮州府), and whose commercial port is Swatow (Shantao)

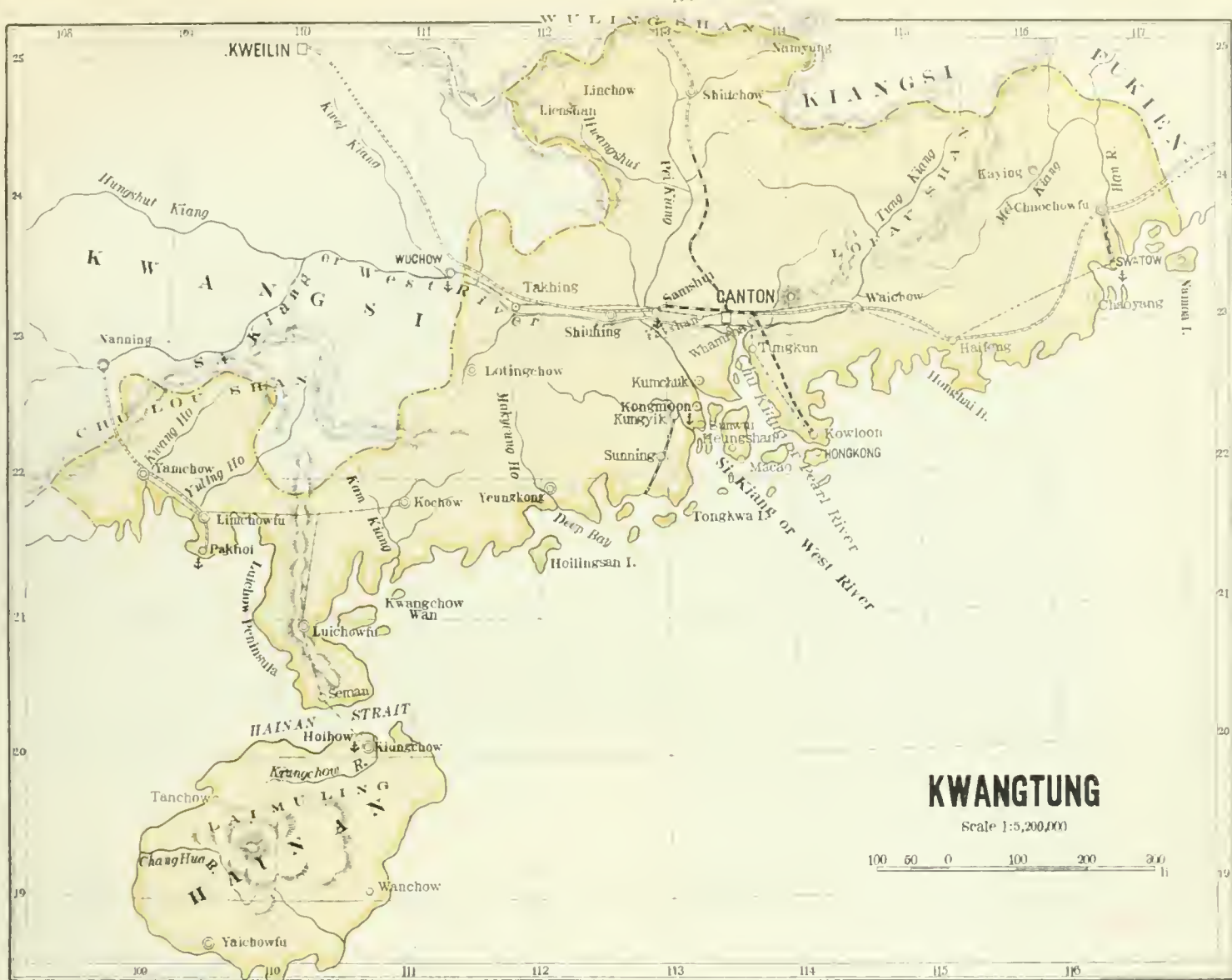


SLEEPER BOAT

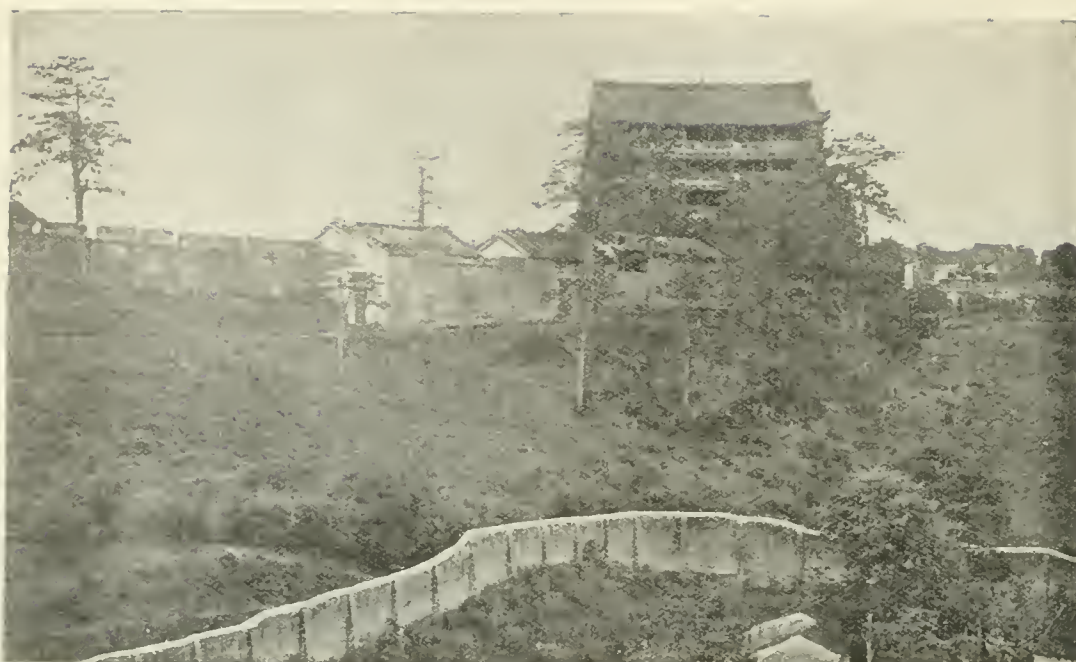
and exports silk and tea to Hongkong and Europe (歐羅巴州). The *Yuch-Han Railway* (粵漢鐵路) should make Canton richer, and the *Canton-Kowloon line* (九廣鐵路) will increase Canton's trade with Hongkong. Sunning (新甯縣) has a small railway which is doing well.



SWATOW



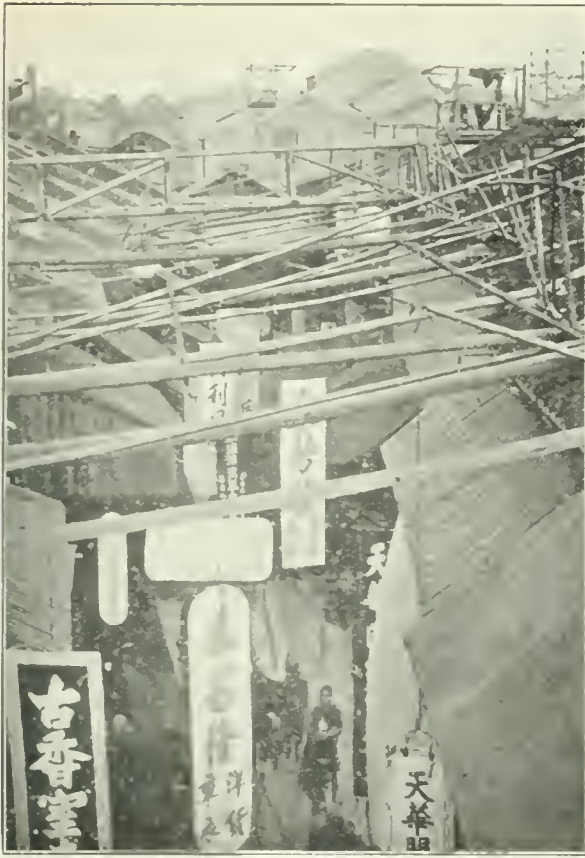
PROVINCIAL COLLEGE, CANTON



FIVE-STORY TOWER, CANTON



FORT IN THE PEARL RIVER, CANTON



LOOKING DOWN INTO EIGHTEENTH STREET, CANTON

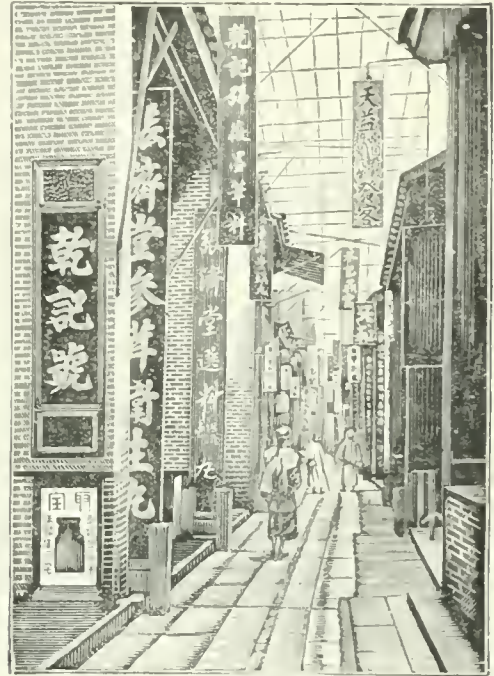
Shiuchow (韶州), where roads from Hunan and Kiangsi join, should be an important station on the Yueh-Han Railway.

The southwestern part of the Province is mountainous. Pakhoi (北海), its treaty port, has decreasing trade.

Hainan is a tropical island, a large part of which is *undeveloped*. Its principal city is Kungechow (瓊州), whose port, Hoihow (海口), has trade with Hongkong

and Indo-China (印度支那). Hoihow Harbour is in great need of improvement. The interior of Hainan is wild and high. There are forests on the mountain-sides. If properly developed, Hainan might be as rich as Ceylon (錫蘭島). It has mineral wealth.

In Luichow Peninsula, Kwangchow Bay (廣州灣) and islands were leased to the French as a naval base,

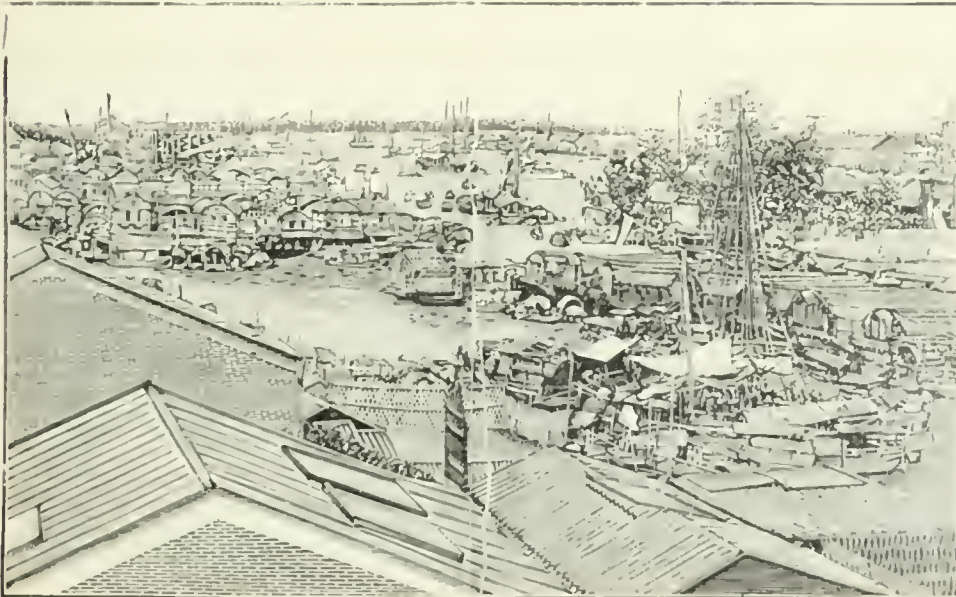


A STREET IN CANTON

but the harbour has proved unsuitable for naval purposes.

Macao (澳門), a Portuguese *settlement* on an island at the mouth of the West River, has a good name for its beautiful situation. Its harbour is shallow, and the trade is small. There is a Chinese customs station at Lappa or Kungpeh (拱北).

Hongkong, a British island, near the mouth of the West River, is one of the world's greatest commercial cities. In some years, more ships come to Hongkong than to any port of Europe. Hongkong flourishes partly because of its good *location* and fine harbour, but more because of the wise *policy* of the English government. There is no tax on trade at Hongkong. On the peninsula opposite the island is Kowloon (九龍) with many great *wharves* and *docks*. Hongkong has an enormous trade with China, which in

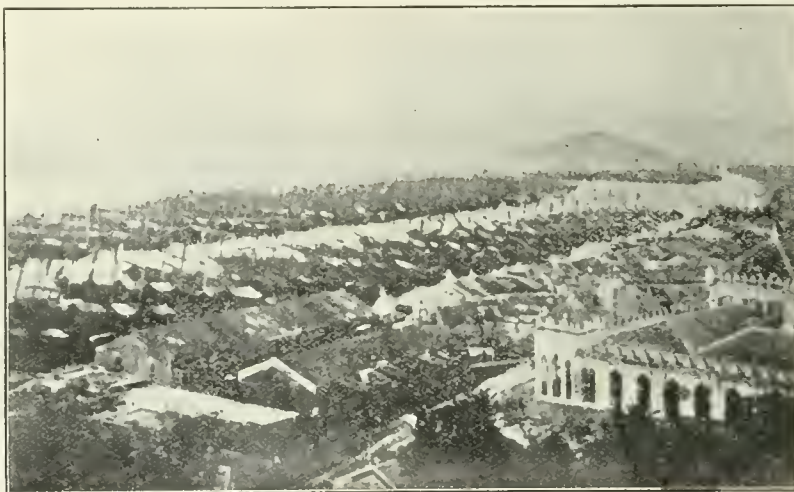


CANTON WATERFRONT



MACAO

some years is more than 250,000,000 taels. Hongkong exports to Europe all Chinese products, and imports from abroad whatever China needs. The chief *industries* of Hongkong are *cotton-spinning*, *sugar-refining*, *ship-building* and *repairing*, *cement-making* and *flour-milling*. Hongkong is also a *military*



FISHING JUNKS IN MACAO HARBOUR

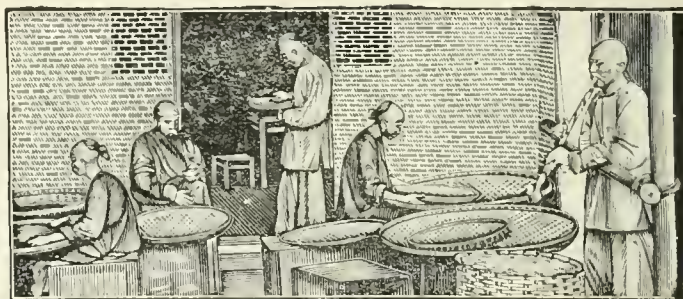
English wish to make Hongkong a centre of Chinese education.

Kwangtung produces rice, tobacco, sugar, silk, tea, *sandalwood*, medicine, ginger, and many kinds of fruit, such as *lichees*, *pineapples*, and oranges. There are stores of coal and iron, though these are not much developed.



HONGKONG

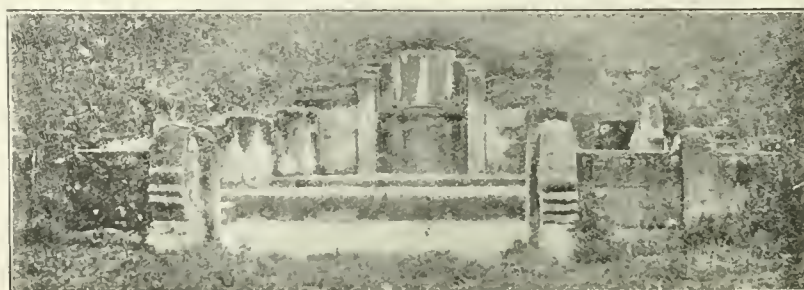
station and naval base. Four hundred thousand Chinese people live in Hongkong and share its fortunes. The



IN A TEA-HOUSE, CANTON

The *seafaring* people of the coasts have a large fishing industry.

There are important *art industries*, such as *ivory-carving*, *embroidery*, *fine weaving*, and *porcelain-decorating*. Silk, *straw-matting*, and cotton cloth are some of the important *manufactures*.



A GRAVE IN SOUTHERN CHINA

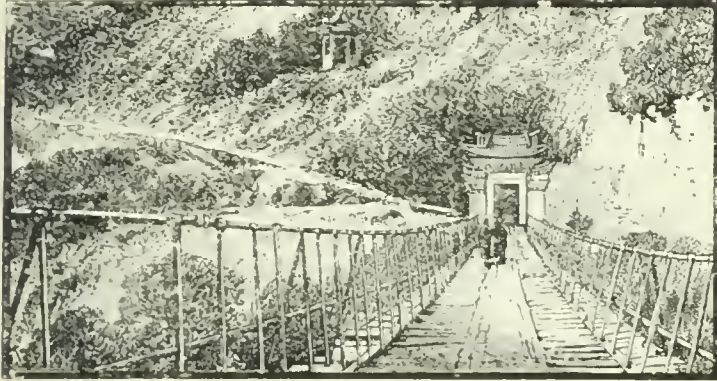
KWANGSI (廣西省)

Area 78,000 square miles

Population 8,000,000

CAPITAL, KWEILIN (桂林府)

Kwangsi is the province of the upper Si Kiang and small steamers may run from Wuchow (梧州府) to Nanningfu (南甯府).



END VIEW, BRIDGE OVER PEKAN KIANG

The trade is mainly by water, and goes mostly to Kwangtung. Kwangsi has mineral wealth, which as yet is undeveloped. The province has been made poor by frequent political troubles.

On the southwest, Kwangsi touches French Indo-China. The treaty port of Lungchow (龍州) is the gate by which trade passes across the border.

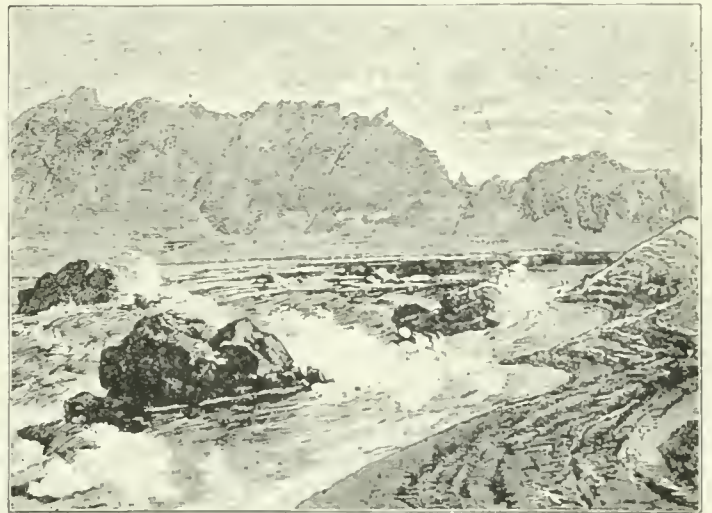
Wuchow, the treaty port lying where the West River meets the Kwei River (桂江), is the eastern gate of Kwangsi. Like Hankow (漢口) on the Yangtse, so Wuchow on the Si Kiang is a port where rivers meet,

and where goods are changed from small ships to large ones.

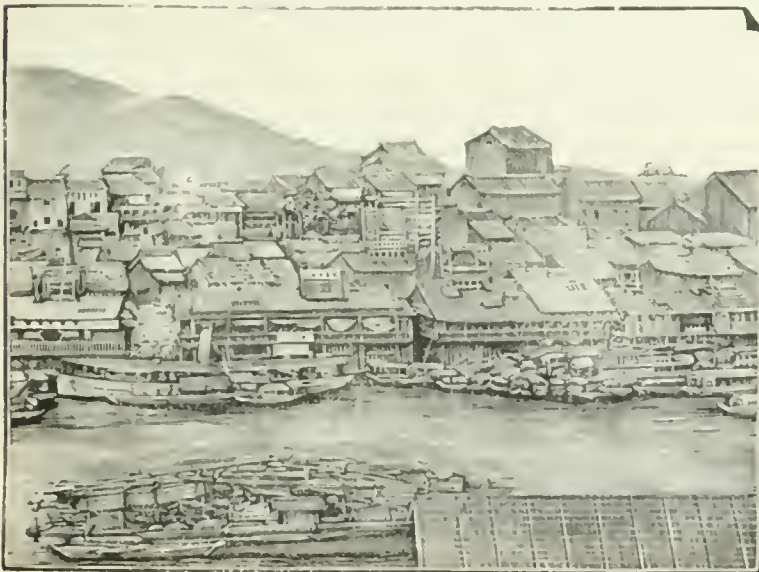
The treaty port of Nanningfu is the most important city on the upper West River.

Kweilin, the capital, is in the northeastern part of the province, on the Kwei River. It is an old walled city. The mountain and river scenery are very fine.

Pinglo (平樂府) is a city in forest country on the Kwei River, half way between Kweilin and Wuchow. Liuchowfu (柳州府) and Kingyüan (慶遠府) are in the mountainous central districts and have forest products.



RAPID ON THE WEST RIVER



Wuchow

Sünchowfu (潯州府) is at the meeting place of the Hung-hui (洪水) and the West River.

Kwehsien (貴縣) has mineral wealth, but poor methods prevent proper development.

Posch (百色), on the Yu Kiang (右江), is a small town where Kwangtung traders pass the gate to Yunnan.

It is planned to build railways which will join this province to *near-by* lands, and help to open up the mineral wealth of southern China. Kwangsi has mines of gold, silver, and other metals waiting to be developed.

YUNNAN (雲南省)

Area 115,000 square miles

Population 8,000,000

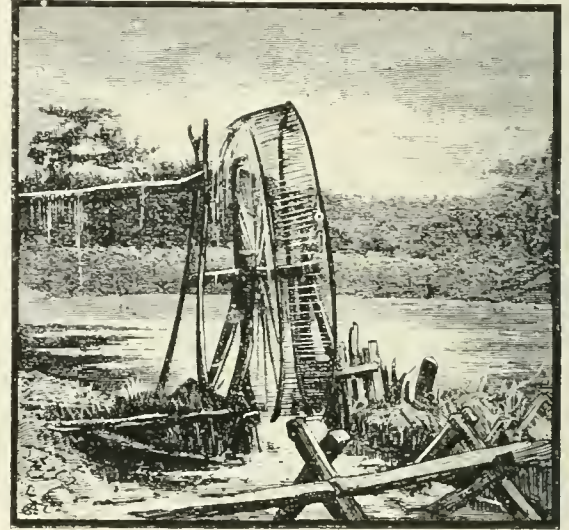
CAPITAL, YUNNANFU (雲南府)

Yunnan, though now one of the poorest provinces, may some day be one of the richest. Yunnan is poor in agriculture, but rich in minerals. Modern railway-building and mining will make her rich and populous

the rivers of southeast Asia flow through narrow and unhealthy valleys till they cross the Chinese frontier. The high mountains lying between these valleys make



SOME PEOPLE AT TALIFU



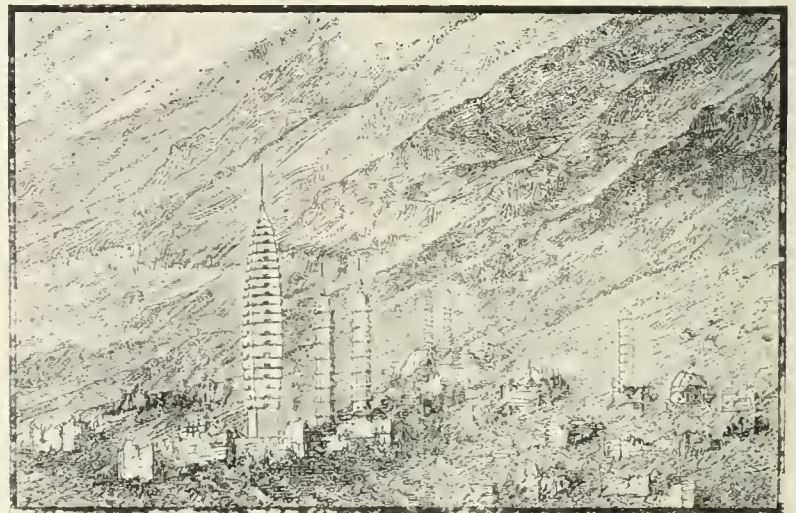
WATER WHEEL.

as she should be. But the mines and railways of Yunnan should be operated and owned by Chinese, and should help to make China strong and rich. Modern methods used by Chinese engineers, merchants and officials will make Yunnan like a new province.

it very hard to build railways across Yunnan. But the skilful engineers believe that railways may be built almost anywhere, and the minerals of Yunnan will pay for her railways.



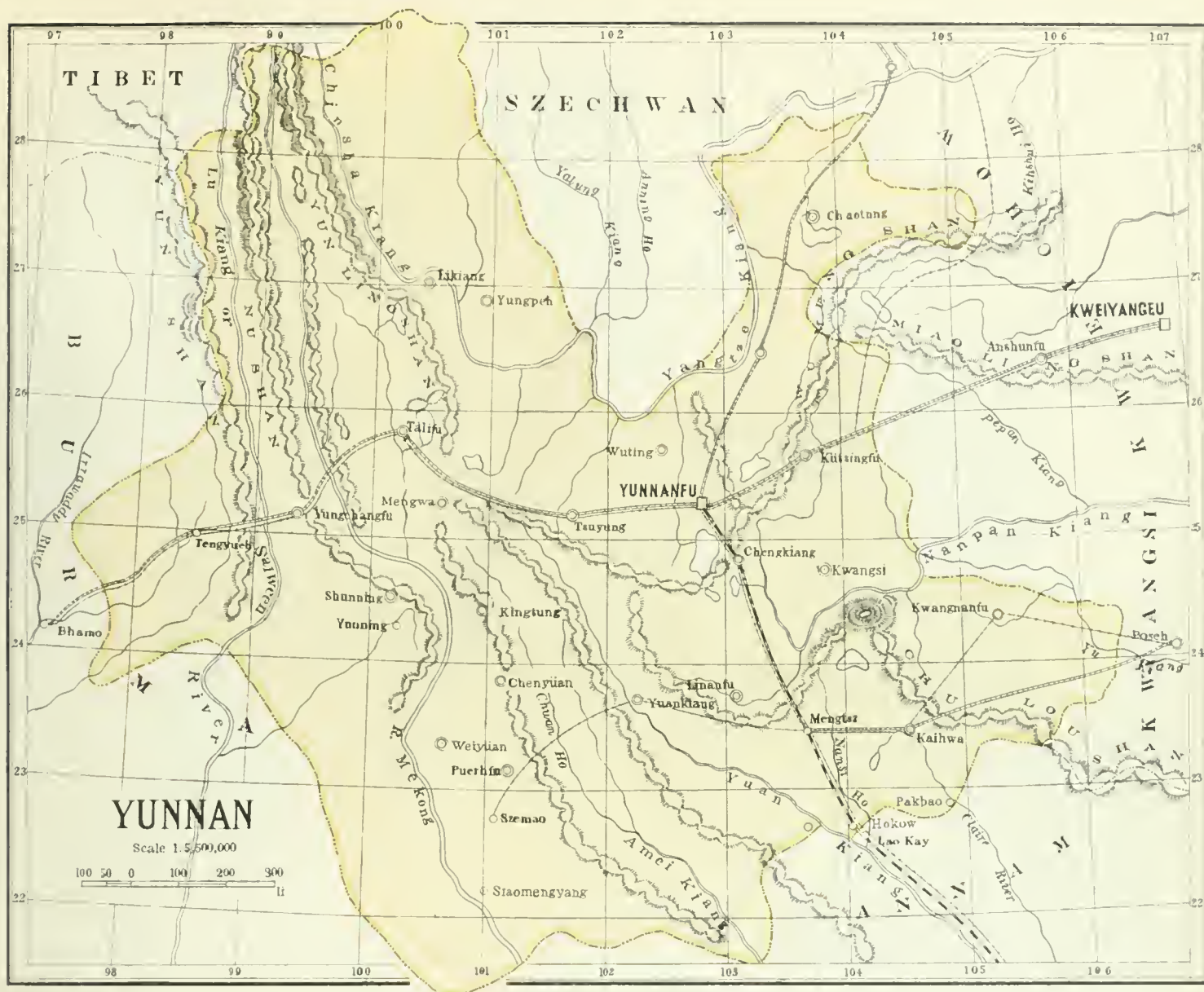
ORNAMENTS OF MOUNTAIN TRIBES



MOHAMMEDAN PAGODAS AT TALIFU

Yunnan is a *tableland*, much of which is a mile or more above the sea. In this tableland, many of

Yunnan suffered very much from the *Mohammedan rebellions* in the reigns of *Hicafeng* and *Tungchih*, and now has fewer people and less mining and farming and trading than before that time. The cities of Yunnan are small as a result of that terrible time of rebellion.



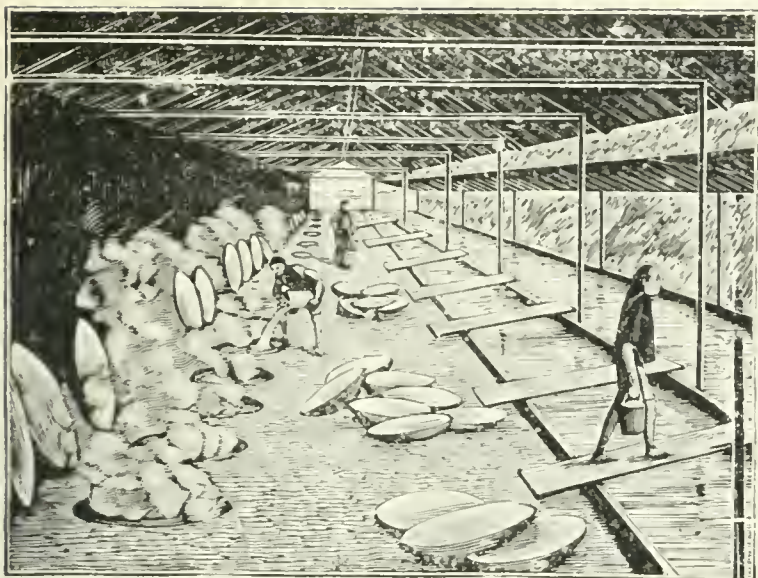
KWAN YIN SHAN, YUNNAN



WU HWA SHAN, YUNNAN



HAU HSIN TING, YUNNAN



SALT WELLS, YUNNAN

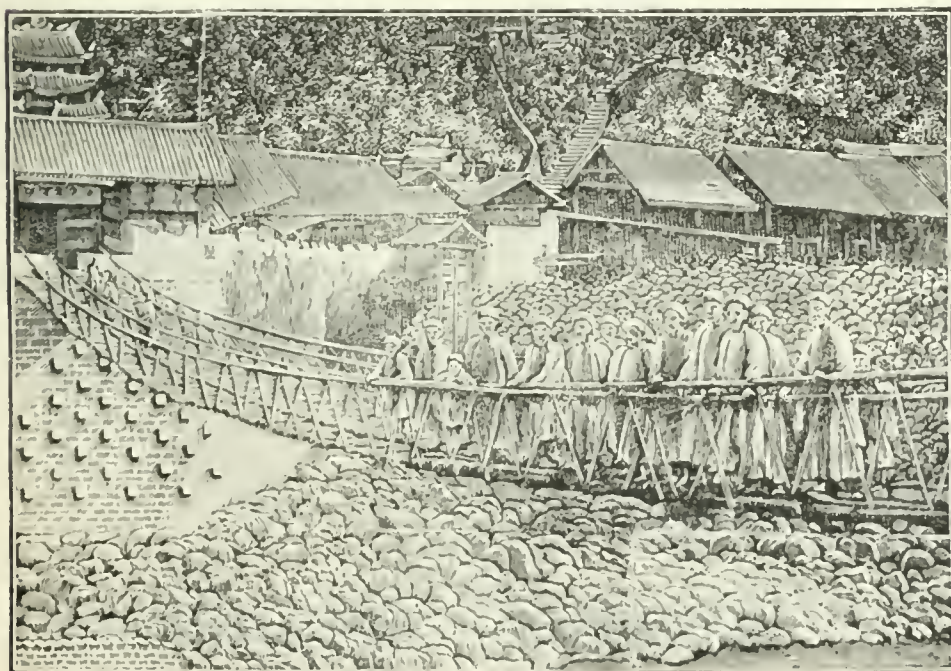
Yunnan produces everything necessary for supporting a large population. Its chief agricultural product has in the past been opium, but the *Government* is now making the farmers plant other crops to take its place. Rice, sugar and tea are raised. The Province produces good fruits and medicines, and has much timber.

The principal minerals are copper, lead, zinc, tin, coal, iron, gold and salt. China has been importing copper for cash from abroad, but by-and-by foreign countries will buy their copper from Yunnan.

The Province has good grass for cattle, and ponies, mules, sheep and pigs are raised extensively. Yunnan lard is famous all over China. When railways are built, Yunnan will supply the outside markets with meat, skins and furs.



ERH HAI, THE LAKE NEAR TALIFU



ROPE BRIDGE, YUNNAN

Yunnanfu is in the centre of the Province on Yunnan Lake. The French railway now brings it within thirty-six hours of the Tongking (東京) border. The most fertile part of the tableland is near Yunnanfu.

Talifu (大理府) is a beautiful city on the shores of Erh Hai, the mountain lake. Formerly, it was a great city, but now many towns have more people. Talifu has some trade with Burma (緬甸), by way of Tengyueh (騰越廳) and Bhamo (巴摩).

Tungchuan (東川府) and Chaotung (昭通府) are on the northern road to Szechwan (四川).

Yunnan has three treaty ports, — Mengtze (蒙自縣) Szemao (思茅廳) and Tengyueh. All three are on the tableland, but far away from each other. Mengtze is on the railway to Indo-China, Szemao

on the road to the Laos country (南掌) north of Siam (暹羅), and Tengyueh on the road to Burma. The trade is small, and largely by caravan. The railway is making Mengtze more important.

The roads over the mountains of Yunnan are so bad, that it takes ten days to go from Yunnanfu to Talifu. It may take almost three months to cross the province from east to west. Yunnan needs railways that will bring her closer to China, not railways that will bring her close to foreign possessions. The important railways for Yunnan will come from Szechwan, Kwangsi and Kweichow (貴州), and not from French Indo-China or British Burma.

KWEICHOW (貴州省)

Area 67,000 square miles

Population 8,000,000

CAPITAL, KWEIYANG (貴陽府)

Kweichow is a poor and mountainous inland province, with a small population. More than half of the people are not Chinese, but are *Miaotze*—wild tribes,



MIAOTZE

who have been conquered by Chinese. They rebelled when the Mohammedans and *Taipings* made trouble, but were suppressed.

Kweichow is poor because undeveloped. It is not a good province for agriculture. The chief products have been opium and timber. The roads are very bad and the trade is small. Kweichow being an inland province far from the sea, the products go only to nearby provinces, especially Kwangsi and Hunan.

Kweichow is rich in minerals, but these minerals are not properly mined. *Quicksilver*, zinc, lead, *nitre*, sulphur, copper, coal and iron are found.

Kweiyang, in the centre of the province, is important as an official city, rather than as a place of trade. It is in the centre of a rich mineral district. The road from Hunan to Yunnan passes through Kweiyang. The city has manufactures of silk, horsehair, and leather. Kweiyang is well guarded by nature, for there are narrow passes defending the roads to the city.

The rivers of Kweichow are rapid. The Wu (烏江) flows to the Yangtse; the Yuan (沅江) to

Tung Ting Lake (洞庭湖). Two Kweichow rivers form the Hungshui River of Kwangsi.

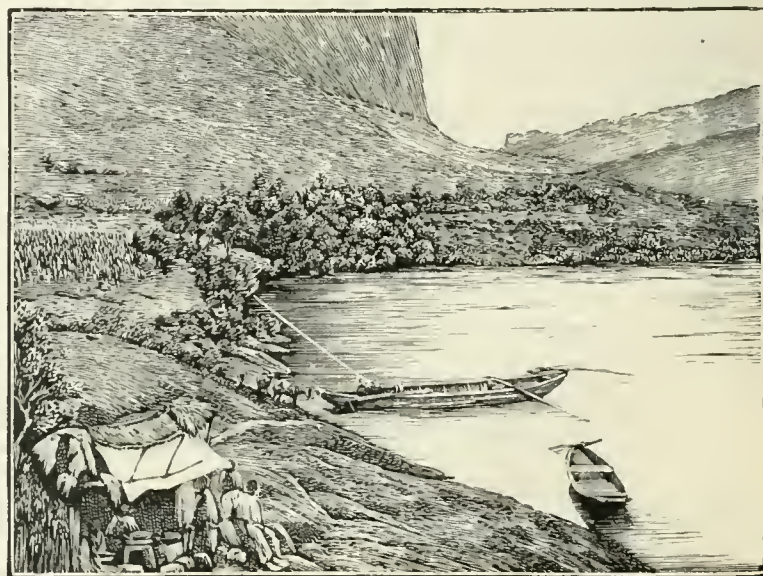
The Nan Ling Mountains (南嶺山脈) cross Kweichow from Yunnan to Hunan. This ridge is sometimes called Miao Ling (苗嶺), as it is the home of the wild Miao tribes. These mountainous parts of the province are hard to attack, but easy to defend. So the savage tribes do not disappear as they have in some other provinces. Some of the Miaotze are adopting the customs of Chinese civilization, but their wilder tribes live in caves.

The Wu Ling Mountains (武陵山脈) are in the east and north of Kweichow. The mountains of the province have forest as well as mineral wealth.

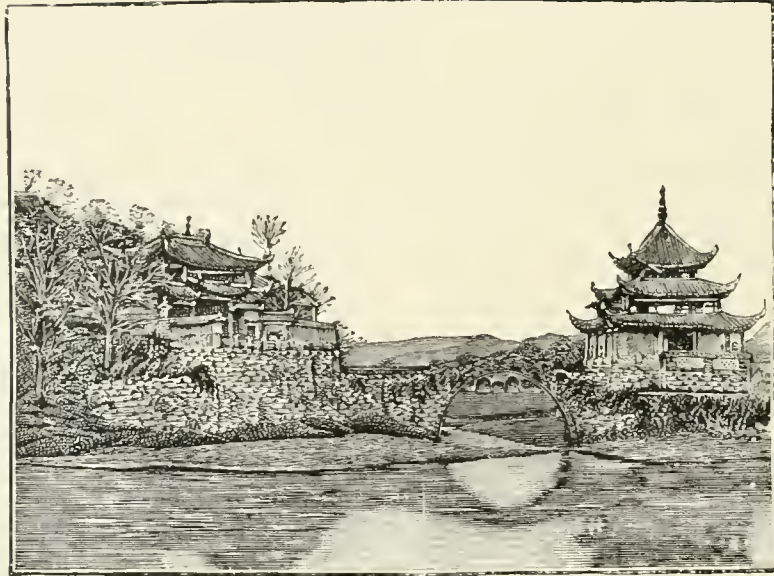
Tsitsingkwan (七星關) in the west is a gate where the roads from three provinces (Szechwan, Kweichow and Yunnan) meet. It trades with Luchow (瀘州) on the Yangtse.

In the eastern or lower part of the province, a number of towns are located. Among these towns near the places where rivers cross the Hunan border are Szenan (思南府), Tungjen (銅仁府), Szechow (思州府) and Liping (黎平府).

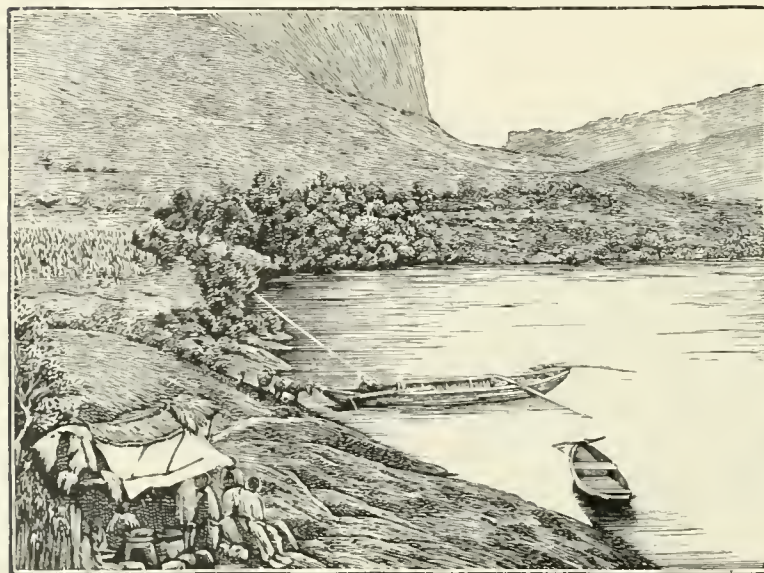
Kweichow has not many farmers and cannot produce enough food for her own needs. She has a good supply of horses, oxen and sheep.



SCENE ON THE WU KIANG



KWEICHOW SCENERY



SCENE ON THE WU KIANG



WAX SHOÜ BRIDGE, FOOCHEW



HUNG SHAN BRIDGE, FOOCHEW

FUKIEN (福建省)

Area 46,300 square miles

Population 20,000,000

CAPITAL, FOOCHOW (福州府)



LACQUERING

Fukien has an irregular coast line, with some good harbours and many small islands. The rivers of Fukien run rapidly from the mountains to the sea, and, excepting a part of the Min River (閩江), are not good for commerce. The people living near the coast are skilful and brave fishers and sailors. A large part of the province is so mountainous that agriculture is difficult.

Fukien is a great tea province. If the tea trade of China were prosperous, Fukien would be rich. But at present the export of tea is falling off, because other parts of the world

produce tea without having to pay so much for freight and taxes.

Many Fukien men have gone to the countries south of China, and some of them have become very rich.

Fukien produces tea, bamboo, timber, sugar, *shark's fins*, paper, *lacquer*, fruit, salt, woven cloth and *camphor*.

Fukien and Chekiang together form the *Min-che viceroyalty*. The viceroy resides at Foochow.

Fukien has three treaty ports,—Foochow, Amoy (廈門) and Santuao (三都澳).

Foochow, the capital, is some miles above the mouth of the Min River. Steamers anchor near



THE BRIDGE OF TEN THOUSAND AGES, FOOCHOW



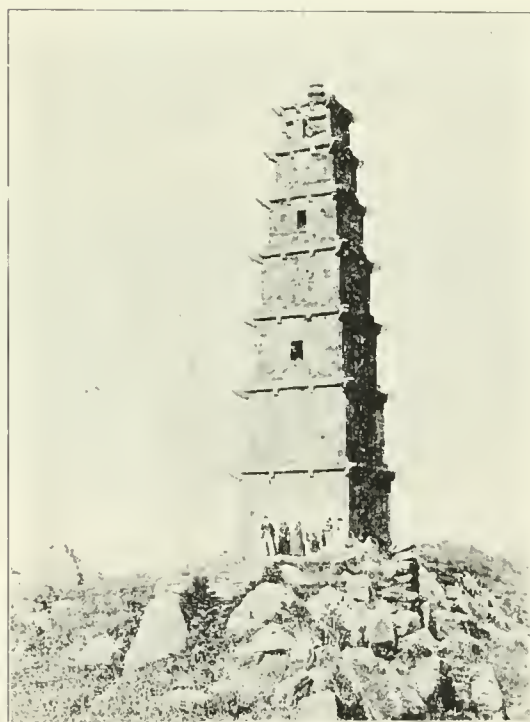
NANTAI, FOOCHOW

the *arsenal* at Mamoi or Pagoda Island (馬尼島), on the river a few miles below. The mouth of the river is guarded by forts. Foochow's commerce is not so great as in the time when the tea trade was flourishing. A railway from Hankow to Foochow would furnish a new outlet for the trade of central China, and improve the fortunes of Hupeh (湖北), Kiangsi and Fukien.

Amoy is a fine harbour, which formerly had a great trade in tea. It has



CHIEN SHAN PAGODA, FOOCHOW



SQUARE PAGODA, FUKIEN



TSANG CHIEN SHAN, FUKIEN

much steamer trade with Shanghai and Hongkong, and *launch* trade with nearby districts. The people of Fukien are building a railway to run inland from Amoy. Santuao is more important for naval than for commercial purposes. Small steamers carry tea to Foochow.

In the time of the *Yuan Dynasty*, Chuanchow (州泉) was a great port, from which ships sailed to all coasts of Asia.

Kienning (建甯) and Yenping (延平) are inland tea-producing districts.



ARCH COMMEMORATING VICTORY OVER THE DUTCH, FUKIEN

CHEKIANG (浙江省)

Area 36,700 square miles

Population 12,000,000

CAPITAL, HANGCHOW (杭州府)

Chekiang is a province of wooded hills and fertile valleys. The west and south are mountainous and have not so many people as the richer districts east and north. The inland hills, the many rivers and the island groups on the coast make Chekiang one of the most beautiful provinces.

The Grand Canal passes through the fertile northern plain to Hangchow. Canals and rivers afford a good *water-route* to Shanghai. The Tsien Tang River (錢塘江) drains most of the interior.

Chekiang people are very enterprising and in some ways have set an excellent example to the people of other provinces. Chekiang money and Chekiang engineers built a good railway northeast from Hangchow, making the province richer.

Though a small province, Chekiang is a great producer. The best silk, tea and wine in the Empire are Chekiang products. Cotton, bamboo, medicine,



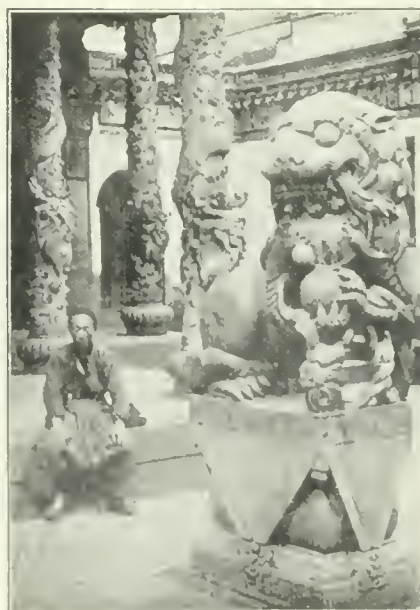
PING HU CHU YÜEH, WEST LAKE



THUNDER PEAK PAGODA, WEST LAKE

furniture, rice, fish and varnish are other important articles produced in Chekiang.

The northern part of the province is the more prosperous, because the fertile lands are crossed by canals and rivers, on which many steam launches carry Chekiang products to their markets. The railway from Hangchow to Shanghai also aids



FUKIEN GUILDHALL, NINGPO

the development of the north. Southern Chekiang is in great need of railways to bring inland products to the coast, and promote industry and trade.

The short and rapid rivers could furnish *water-power* to make Chekiang a great industrial province.



SAN TAN YIN YEH PAVILION ON MID-LAKE ISLAND, WEST LAKE, HANGCHOW

Hangchow, capital and treaty port, is a great city between the beautiful West Lake (西湖) and the *estuary* of the Tsien Tang. Some of the finest scenery and most famous temples in the Empire are near Hangchow. In the Yuan Dynasty, a Western traveller, named Marco Polo, declared that Hangchow was the most splendid of cities. To-day Hangchow is a political, commercial and educational centre.



FEI HSIA KO, WENCHOW

Ningpo (甯波府) is a treaty port from which steamers run daily to Shanghai. It exports considerable raw cotton, which is afterward sent to Japan. Some of the cotton is woven into cloth at mills in Ningpo and in the country near by. Many Ningpo people live in Shanghai. Furniture manufacturing is an important industry of Ningpo.

In the Yuyao District (餘姚縣), not far from Ningpo, the great statesman, general and teacher,

Wang Yang-ming (王陽明) was born.

Wenchow (溫州府), the third treaty port of Chekiang, has little trade. It is only visited by one steamer, and that one does not come very often.

Tinghai (定海廳), on Chusan island (舟山島), is suitable for a naval station.

Sanmen Bay (三門灣) is also well suited for naval purposes.

The beautiful *shrine* of Putu Shan (普陀山), in the islands northeast of the province, is visited by many *pilgrims*.

The orchards of Tai-chow (台州府), on the east coast, produce *choice* fruits.

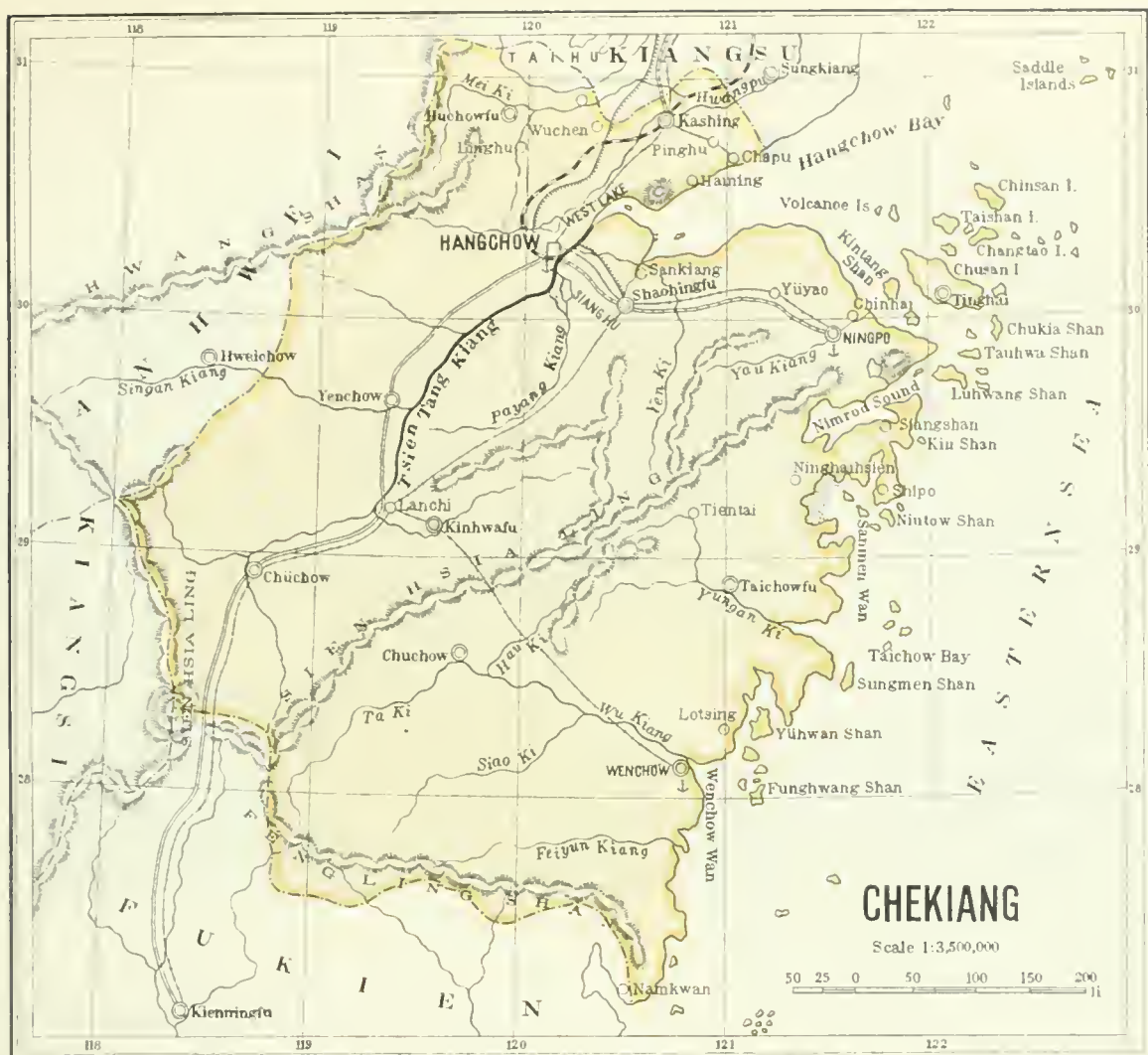
Shaohsing (紹興府) is an important commercial city on the canal between Hang-



PAGODA, SHAOHSING



FEEDING SILK WORMS



MID-LAKE PAVILION, WEST LAKE, HANGCHOW



YÜ PEI TING, WEST LAKE, HANGCHOW



GENERAL YOH FEI'S TOMB, NEAR WEST LAKE

chow and Ningpo. Its men are known everywhere as good merchants and accountants. It is famous for the production of wine.



SILK WORMS

Kashing (嘉興府) is a customs station on the canal route and railway between Hangchow and Shanghai. It is a commercial city, exporting silk, fruit, salt and wood.

Huchow (湖州府), in the northwest of the province, is a few miles south of the Tai Hu. It is a great silk

centre. Near Huchow is the wealthy city of Nanzing (南潯).

The three prefectures of Hangchow, Huchow and Kashing produce choice tea, fine silk, and send large quantities of tribute rice to the capital.

Kinliwa (金華府) is an inland city, producing tea, varnish and ham.

Travellers come to Haining (海甯州) to see the "bore" or great wave in the estuary of the Tsien Tang.



HAINING SEA WALL; BOATS WAITING FOR THE HANGCHOW BORE



MIDDLE-LAKE ISLAND, WEST LAKE

KIANGSU (江蘇省)

Area 38,600 square miles

Population 24,000,000

CAPITAL OF LIANG-KIANG (兩江), NANKING (南京)

CAPITAL OF KIANGSU, SOOCHOW (蘇州)

Kiangsu is not a large province, but it is very rich. It is a fertile plain crossed by the Yangtse from east to west, and by the Grand Canal from north to south. The



RAW SILK

land has no high ridge, so the waters flow slowly. These waterways are most useful, helping agriculture by irrigation, and commerce by furnishing water-roads.

The province has a number of lakes, the chief of which are the Tai Hu in the south and Hungtze Hu (洪澤湖) on the border between Anhwei (安徽省) and Kiangpeh (江北).

Kiangsu suffered greatly in the Taiping Rebellion, but during the fifty years that have since gone by has recovered its former wealth and population.



TRAVELLING BY WHEELBARROW

South of the Yangtse, the garden plain of Kiangnan (江南) produces great supplies of rice, silk and cotton. The soil is very fertile and is well irrigated by the branches of the Yangtse, the Grand Canal, and the Whangpoo (黃浦). The *Shanghai-Nanking Railway* (滬甯鐵路) runs across this productive belt to the northwest, and the *Shanghai-Hangchow line* (滬杭鐵路) to the southwest.

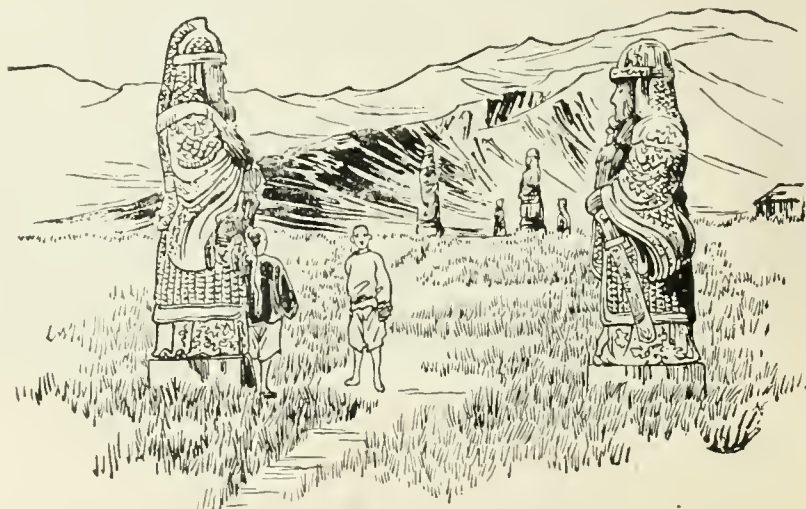
North of the river are the plains of Kiangpeh. Kiangpeh has many waterways, but they do not help agriculture and commerce so much as those of Kiangnan. The farmers of Kiangpeh raise wheat, rice and cotton.

Kiangsu has four treaty ports,—Nanking, Chinkiang (鎮江府), Soochow and Shanghai. Woosung (吳淞) and Tungechow (通州) are also

trade-marts mentioned in treaties. There is a customs station at Woosung, and Tungechow is a *port of call* for river steamers.

Nanking is a city of great area with long walls and high hills. In earlier dynasties it was the capital of the Empire. It is a great educational centre with many special schools, founded or encouraged by H.E. Tuan Fang (端方), when viceroy. In or near Nanking are many historic ruins. The first *world's fair* in China was the *Nanking Industrial Exhibition* held in Nanking in 1910. It showed the resources of the different provinces and the products of Chinese industries. For many years the commerce of Nanking was not very important, but now that it is to be a railway centre, its *outlook* is much improved. On the river-bank, outside the walls, is Hsiakwan (下關), where the *steamer-landings* and railway station are. Just across the river is Pukow (浦口), where the railway from Tientsin meets the river. Large *ferry-boats* will carry trains from the Shanghai-Nanking Railway across the Yangtse to the station of the *Tientsin-Pukow line* (津浦鐵路).

Chinkiang is a city on the south shore of the Yangtse, where it meets the Grand Canal. There is beautiful island and hill scenery near by. *Steam launches* carrying the trade of Kiangpeh connect at Chinkiang with Yangtse steamers. There is a Chinese *electric-light system* at Chinkiang. Yangchow (揚州府)



STONE FIGURES, MING TOMBS, NANKING



TEMPLE OF CONFUCIUS, NANKING



THE FIVE-LI ROAD, WHICH LEADS FROM WUSHI TO WEI CHUAN FIAN

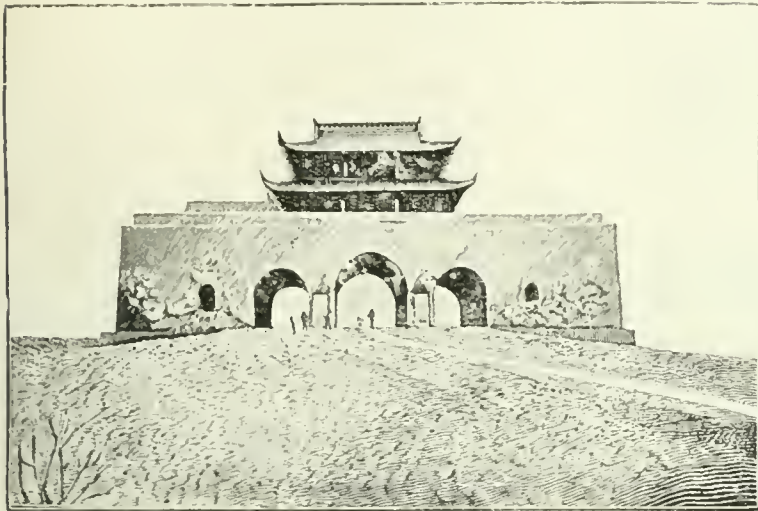


RUINS SHOWING THE ENTRANCE TO THE GREAT AUDIENCE HALL, MING PALACE, NANKING

is a famous historic city north of the Yangtse opposite Chinkiang. Not far below Chinkiang, well-placed forts guard the river.

Soochow is a rich city in the most fertile part of Kiangsu. It has long been famous for the beauty of its

wealth, and provide much of the money in *foreign loans*. Its trading companies send steamers to river and coast ports, import and store huge quantities of *piece-goods*, machinery, railway material, sugar and other foreign goods, build railways, and send Chinese products to other countries. It is a great literary city. From the presses of Shanghai come newspapers read in all parts of the Empire, and great numbers of books



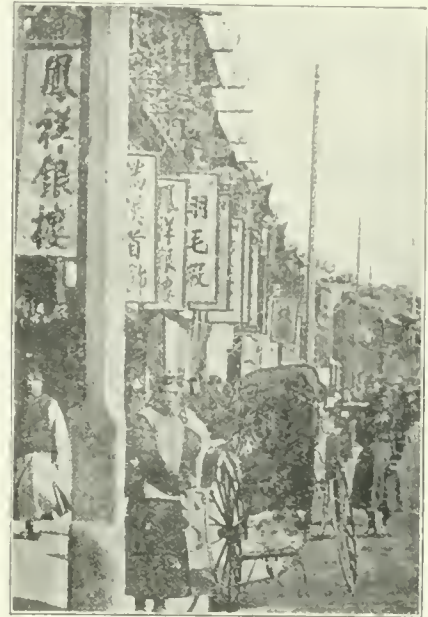
DRUM TOWER, NANKING



CHIN SHAN, CHINKIANG

women and the learning of its scholars. It is situated on the Grand Canal, and has launch trade by waterways leading north, south, east and northwest. Much silk and cotton cloth are woven, both by old methods and new. *Pagodas*, *arches*, and *ruins* are signs of its past glory.

Shanghai is on the Whangpoo River, at the gate of the Yangtse Valley. It is the greatest commercial city of China, and one of the great ports of the world. Great steamers come from Europe and America, from Japan and India to receive the products brought to this city by smaller river and coasting steamships. It is a great industrial centre, with large *silk filatures*, *cotton mills*, *flour mills*, *ship-building works*, and *tobacco factories*. Its rich banks control a large part of the Empire's



SHOPS ON NANKING ROAD, SHANGHAI

both of old learning and new. It is the home of men from many provinces and many countries.

Politically, Shanghai is divided into four parts—the walled city, the *French Concession*, the *International Settlement* and the *Paoshan District* (寶山縣). The oldest part is the walled city. Lately the streets have been made wider and cleaner, and the shops more attractive. It has been proposed to tear down the wall. At Nantao (南市),



PAVILION OF THE FIVE HUNDRED PHILOSOPHERS, SOOCHOW

on the river side of the walled city, may be seen numbers of small *junks* which carry products to and from the Shanghai market. The International or Model Settle-

are extended to inland parts of the Empire, trade and industry will both be more prosperous.

Tungchow, on the north bank of the Yangtse, is becoming a modern industrial city. This is largely due to the enterprise of H.E. *Chang Chien* (張謇), a man of great literary learning who believed he could serve his country best by giving true service to his city. His factories weave silk and cotton cloth, his launch-trains bring products from many parts of Kiangpeh to Tungchow, his schools teach young men practical knowledge.



VIEW OF INTERNATIONAL SETTLEMENT, SHANGHAI

ment is the business centre of Shanghai. It is very honestly and efficiently governed by a *council* elected by the foreign *taxpayers*. The Council of Shanghai has done specially good work in road-building, bridge-building and making public gardens. It has a very well-organized police and fire department. There are many steamers at wharves on both sides of the river. The French Concession is much smaller than the International. The French *consul* has much power. The Pao-shan District northwest of the Settlement is a



SCENE ON THE WHANGPOO RIVER, SHANGHAI



HWANG PO TEN, WUSHI

newly-built quarter, which is meant to be a new model Chinese city. It has some broad streets and a number of large buildings.

The *Kiangnan Arsenal*, south of Shanghai, manufactures arms and ammunition, and builds and repairs ships.

Deep-sea steamers, instead of coming to Shanghai, *unload* their cargoes at Woosung, where the Whangpoo joins the Yangtse.

Shanghai should grow greater as time goes on, for when her railways to Nanking and Hangchow

The fertile country near the mouth of the Yangtse is very densely populated. The island of Tsungming has more than one million people.

Sungkiang (松江府), Wusih (無錫縣), Changchow (常州府), Changshu (常熟縣), Wukiang (吳江縣) and Kunshan (崑山縣) are rich towns on the fertile Kiangnan Plain.

Kiangpeh needs protection against floods and famine. The improvement of rivers and canals and the building of railways would save Kiangpeh from want like that of 1907. In the northern part of Kiangpeh, the more important cities are Tsingkiangpu (清江浦), Hwaiian (淮安府), and Hsuehowfu (徐州府).



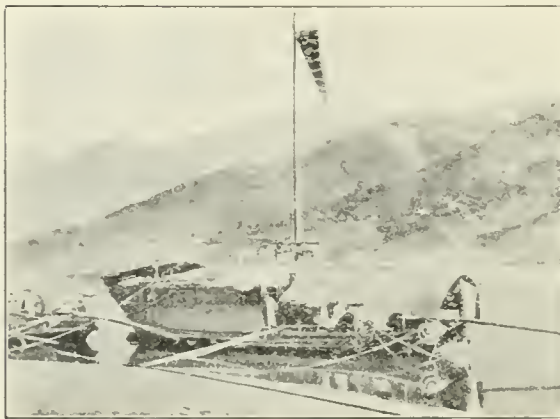
WATERFALLS, HWEISHAN, WUSHI



THE "TEN-THOUSAND BUDDHA" PAGODA



PLOWING RICE FIELDS



ON THE YANGTSE KIANG

ANHWEI (安徽省)

Area 54,800 square miles

Population 36,000,000

CAPITAL, ANKING (安慶府)

Anhui is a fertile rice-producing province lying on both sides of the Yangtse River. Many provinces are fed with Anhwei rice. The wealth of Anhwei is principally agricultural, the province producing rice, wheat, tea, *hemp* and cotton.

The northern part of the province is drained by the Hwai River (淮水), whose many branches make trade easy. The Hwai, however, is also a source of danger, as sometimes there are disastrous floods. There are many lakes in the north and east of the province.

In the south of Anhwei are large coal deposits. When the Anhwei railway is built from Wuhu (蕪湖縣) on the river to Kwangtehchow (廣德州) in the mountains, Anhwei will be richer.

The railway from Tientsin to Pukow will run for a short way through northeastern Anhwei. It will help to bring the products of northern Anhwei to river and sea.

The chief railway from Central China to the coast will certainly cross Anhwei. It is proposed to build it

by extending the Shanghai-Nanking Railway westward from Pukow to Sinyangchow (信陽州) in Honan (河南省) or Hankow in Hupeh.

Wuhu is the great rice-port. Many ocean steamers come here to load rice. The commerce of Wuhu is being made greater by improvements. New wharves will allow steamers to lie close by the land. A new railway will extend the commerce of Wuhu.

Tatung (大通), on an island in the Yangtse, is a customs station where the salt tax is collected.

Anking, the capital, on the Yangtse River, is a port of call for river steamers.



SALT BOATS, CHENG YANG KWAN, ANHWEI



DONKEY AND DRIVER



FISHING WITH CORMORANTS

Hweichowfu (徽州府) is a rich city in the southern part of the province. Its district produces much tea and bamboo.

Fengyang (鳳陽州) was the birthplace of the first Ming Emperor.

KIANGSI (江西省)

Area 69,500 square miles

Population 25,000,000

CAPITAL, NANCHANG (南昌府)

Except for the Poyang Lake *Basin* (鄱陽湖流域), Kiangsi is mountainous. The most famous mountain is



"THE LITTLE ORPHAN"

the Lu Shan (廬山), in the north, near which the sage *Chu Hsi* lived and wrote.

Kiangsi has a number of rivers flowing to Poyang Lake. The most important of these is the Kan River, whose branches rise in the mountains that border the province.

Kiangsi produces much tea, porcelain, rice, cotton, silk, tobacco and some grain.

In the northeast, near Kingteh-chen (景德鎮) is found most of the white clay which forms the material for the porcelain industry. Formerly, the manufacture of porcelain produced finer articles and employed many more men. Even now pieces of porcelain made in earlier centuries receive very high prices.

The hills and mountains of Kiangsi have many trees, and timber is an important product.

In the western mountains near the Hunan border are mines of coal. The best mines are at Pingsiang (萍鄉), near the Hunan border, and their coal is brought to market by Hunan railways and river. They have a Chinese owner and produce 1,500 tons of coal each day.

Kiukiang (九江府), the treaty



PADDY FIELDS, KIANGSI

port of Kiangsi, formerly had a great trade in tea with Europe. It still exports fairly large quantities.

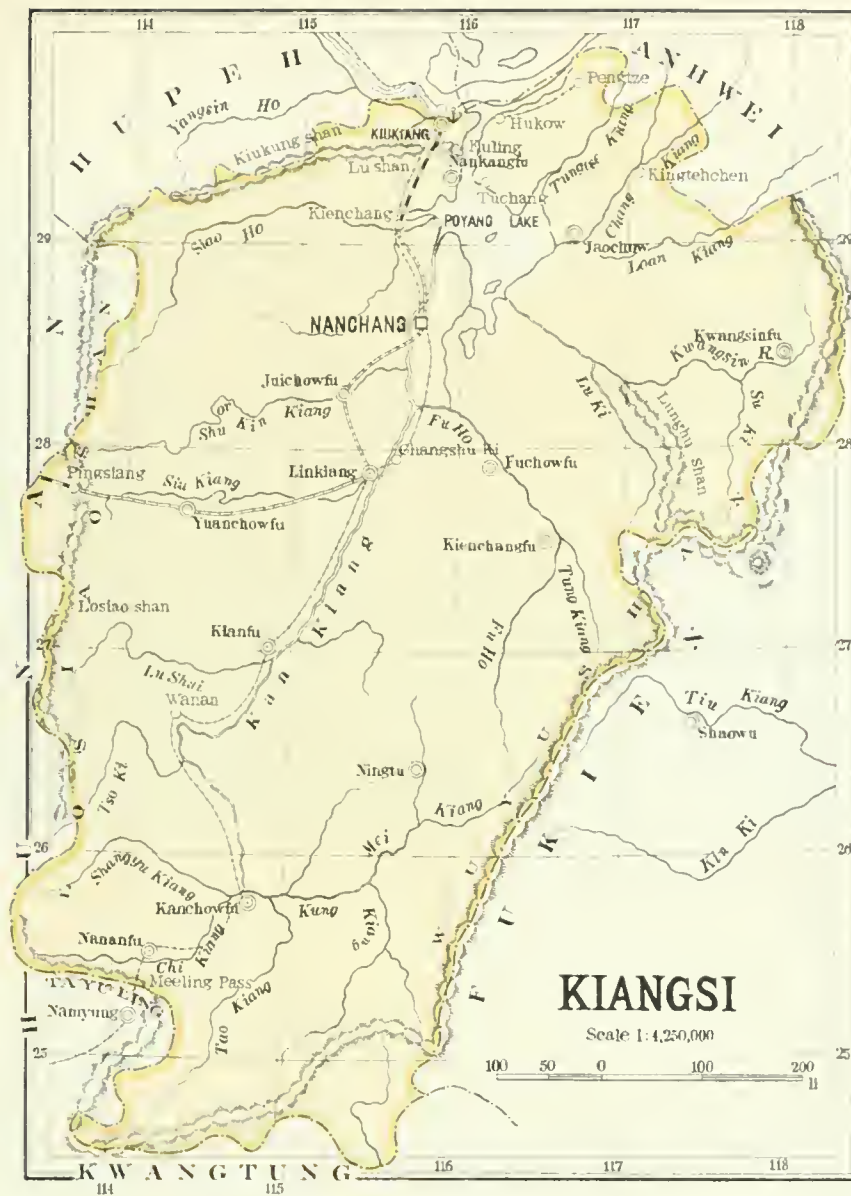
There are factories to press tea into bricks, suitable for the peoples of Central Asia. In the mountains near Kiukiang is the summer resort of Kuling (牯嶺).

Nanchang, the capital, is on the Kan River near its outlet into Poyang Lake. Small steamers and launches run across the lake from Kiukiang to Nanchang. A company has been formed which is building a railway to connect the two cities. A better proposal is one for a railway which shall cross the province from north to south, and passing through the Meiling Pass (梅嶺口), connect the Yangtse Valley (楊子江流域) with Canton.

In the Kan River valley, Kian-fu (吉安府) and Kanchowfu (贛州府) have begun successfully the production of camphor.



WHITE DEER GROTTO, LUSHAN



BRIDGE OF THE GODDESS OF MERCY, LUSHAN



SHILIN PAGODA, LUSHAN



PAIJIWACHI, NANCHANG



THE NEW KAN GORGE, AT THE ENTRANCE TO THE YANGTSE GORGES



RAPIDS, YANGTSE GORGES



TRACKING, YANGTSE GORGES



WATCH TOWER, WUCHANG

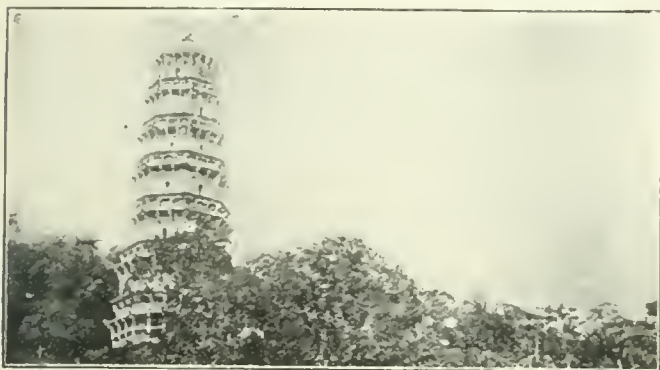
HUPEH (湖北省)

Area 71,100 square miles

Population 34,000,000

CAPITAL, WUCHANG (武昌府)

Hupei is a broad province, occupying an important part of the central plain. It is drained by the Han and the Yangtse Rivers, and is crossed by large canals. On



HUNG SHAN, NEAR WUCHANG



BUND, HANKOW

the great river here. From Hankow, large river-steamers sail east to Shanghai, while smaller steamers sail west to the ports of the middle Yangtse and Huanan. Launches ply inland. The mouth of the Han River is crowded with cargo junks bearing freight to and from Hankow.

Hankow is the greatest *black-tea* port in the world, and has a population of almost a million. There are many large industrial plants for preparing *bean oil*, for pressing tea-leaves into bricks for export to Russia, for



THE HAN RIVER AT HANKOW

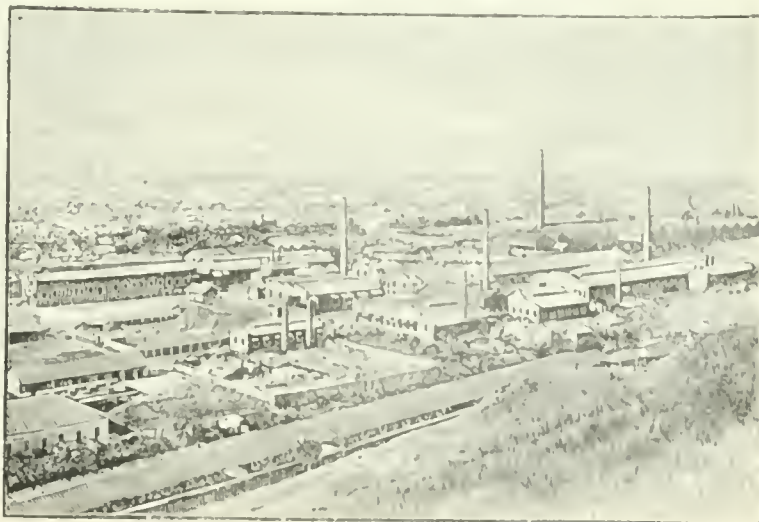
manufacturing tobacco into cigarettes, and for storing oil. Though Hankow is over six hundred miles from Shanghai, and seven hundred from the ocean, large ocean steamers can sail to Hankow at most times of the year. So, though an inland city, Hankow has direct trade with foreign countries. The city is progressive,

the north and west, mountains separate this province from Honan and Szechwan.

The plain of Hupei produces much cotton. Great spinning and weaving mills at Hankow and Wuchang make the raw cotton into cotton cloth. Hupei exports cotton goods to Szechwan, Kweichow and Huanan.

The railway from the north brings Honan wheat to Hupei to be made into flour. In one year (1907) the Hankow mills manufactured 34,000,000 *piculs* of flour.

The three cities of Hankow, Hanyang and Wuchang form a great commercial and industrial centre where the Han River joins the Yangtse. The great railways joining Peking with the south meet



HANYANG IRON WORKS



WUCHANG ARSENAL AND POWDER FACTORIES

the wall having been torn down to make a *driveway* and the streets and houses having electric light. Improvements are being made, and land is becoming more and more valuable.

The English, Russians, French, Germans and Japanese have *concessions* lying along the Yangtse River. These settlements have wide streets, fine houses and much business. The great advantages of Hankow have led a careful observer to write, "The city of Hankow has perhaps a more brilliant future than that of any other city in the world."

It "is surely destined to be the industrial capital of the Empire."*

At Hanyang, just west of Hankow, across the Han River, are the great Government iron and steel works (漢陽官辦鋼鐵廠), and the central arsenal.

At the Hanyang works, Chinese iron is *wrought* into steel and used for making weapons and railway material. Nine railways in China have used Hanyang rails. Thousands of tons of iron are exported to foreign countries every year. Railways and rivers

enterprises were the work of H.E. Chang Chih-tung (張之洞), formerly *Viceroy* of the Liang Hu (兩湖).

Wuchang, the capital of Hupeh, is on the south bank of the Yangtse, just opposite Hankow and Hanyang. There are many *yamens*, mills, schools and forts. There are also two great *museums*, one of which shows goods made in China, the other articles from abroad.

The treaty port of Shasi (沙市) has steamer trade with Hankow, by way of the Yangtse, and junk trade by the canal connecting with the Han River.

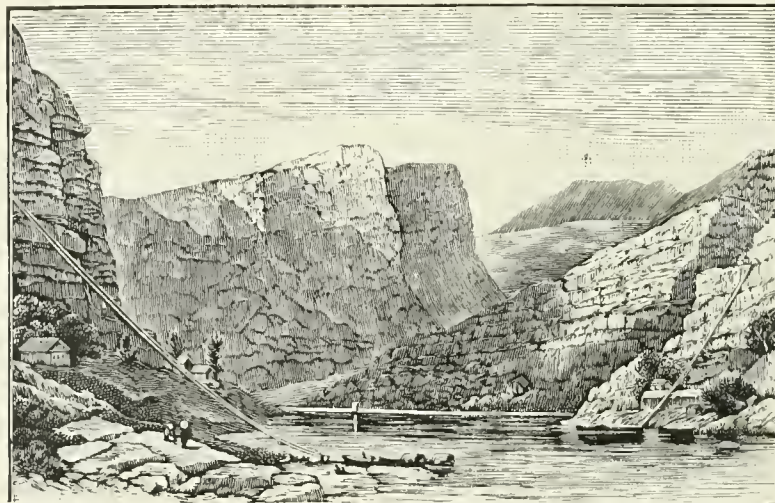
Ichang (宜昌府), at the gateway of the Yangtse Gorges, is the port where cargoes for Szechwan are changed from steamer to small boats.

In Tayeh (大冶), iron ore of good quality is mined. Large mines are in working order. Almost all the iron and steel manufactured at the Hanyang Iron Works comes from these mines. Some of the ore is shipped to Japan.

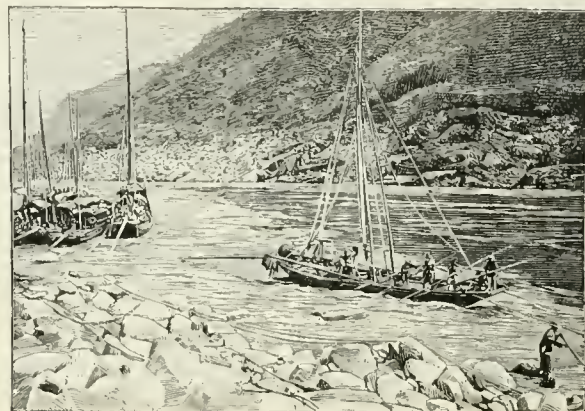


MOUNTAIN NEAR ICHANG

connect the centre with districts from which coal and iron ore can be cheaply brought. The great Hanyang



YANGTSE GORGES NEAR HSUEHCHOW



RAPIDS, YANGTSE GORGES

*Reinsch, World Politics, pages 132-133.



SI HU, LINSIANG, HUNAN



TOMB OF GENERAL YANG YO PING, WHO DEFENDED THE EMPIRE AGAINST THE TAIPING REBELS, CHIANGSHIA



TEMPLE ON THE TOP OF THE SACRED MOUNTAIN, NANYO

HUNAN (湖南省)

Area 83,380 square miles

Population, 22,000,000

CAPITAL, CHANGSHA (長沙府)

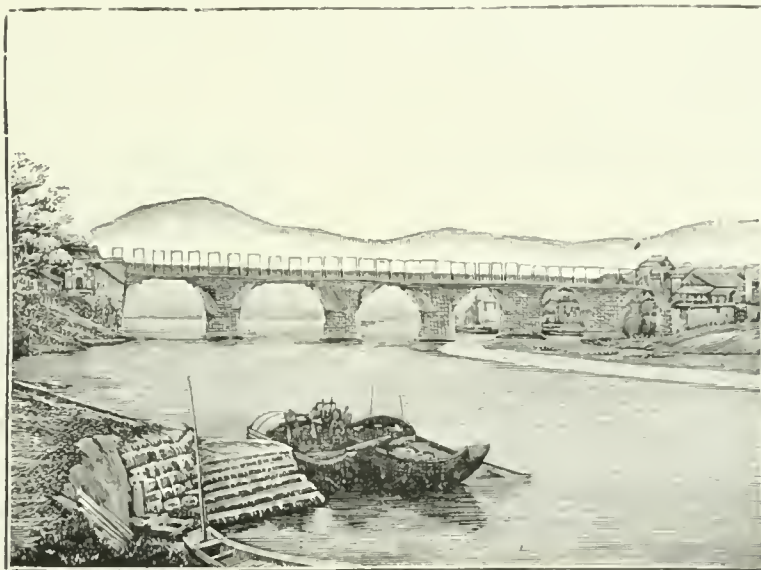
Hunan is a province of hills and mountains, lying to the south and west of Tung Ting Lake. The people live in the narrow valleys of the rivers that flow into the lake.

The important rivers of Hunan are the Siang Kiang (湘江) and Yüan Kiang (沅江). The Siang River rises in Kwangsi and flows north through Hunan into Tung Ting Lake.

The great road from central to south China goes up its valley, and the new Yueh-Han Railway will follow this old road. The Yüan River rises in Kweichow and flows northeast through Hunan into Tung Ting Lake. The road to Yunnan on the southwest lies along this river.

Hunan is richest in tea and in coal. The tea is raised in the Siang Valley. Most of the coal now comes from the mines near the Kiangsi border. Coal abounds in other parts of the province. *Antimony* is mined in Hunan, and carried to Wuchang in Hupeh to be refined. The mountains of Hunan are known to have supplies of gold, silver, sulphur, lead, zinc, iron, quicksilver and copper. The forest wealth is important.

Changsha is a great city near the place where the Siang River meets Tung Ting Lake. It is a treaty port.



BRIDGE NEAR CHANGSHA

Siangtan (湘潭縣) is a commercial city on the Siang River, south of Changsha.

Changteh (常德府) near the mouth of the Yüan River west of Tung Ting Lake, has trade with Hupeh, Kweichow and Szechwan. At some times of the year, small steamers sail from Hankow to Changteh. Changteh is the outlet for the valley of the Yüan River. This river is difficult to navigate, which makes it harder to bring to market the minerals of the mountainous country west and southwest of Changteh.

Yochow is a treaty port near the outlet of Tung Ting Lake. The customs station is at Chenglingchow. The commerce is not prosperous, as the steamers ship their exports and land their imports principally at Changsha and Siangtan.

At Chuchow (株州) on the Siang River, coal brought by the Pingsiang Railway is loaded on small boats.

Tung Ting Lake is the meeting place of four Hunan rivers,—the Siang, the Tze (資水), the Yüan and the Li (澧水). There is level country near the mouths of



RIVER SCENE, CHANGSHA

When the Taiping rebels tried to capture the city, the great *Tseng Kwo-fan* (曾國藩) with his Hunanese countrymen fought them bravely for three months and drove them away. When water in the lake and river is high, steamers run from Hankow to Changsha. When the water is low, steam launches run from Changsha to Chenglingchow (城陵磯), near the treaty port of Yochow (岳州府) to meet Yangtse steamers.



YO LE SHAN, OPPOSITE CHANGSHA

these rivers. A canal from Changteh connects the western part of the lake with the Yangtse.

Yüanchow (沅州府) is on the road to Kweichow and Yungchow (永州府) is on the road to Kwangsi.

Hunan produces tea, rice, coal, small ships, bamboo, varnish, cotton, timber and antimony. Notable manufactures are paper, silk cloth, medicine, *pottery* and carved articles.

SZECHWAN (四川省)

Area 218,000 square miles

Population 80,000,000

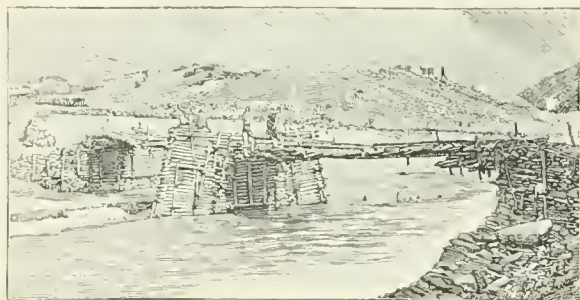
CAPITAL, CHENG TU (成都府)

Szechwan is a large, inland and populous province and a source of *reserve power* to the Empire. It has more land and more people than any country of Western Europe. If other parts of the Empire should come to harm, Szechwan could supply money and men to help them. In the time of the Taiping rebellion, many people fled to Szechwan to escape from the rebels. At that time, the taxes of Szechwan produced money which helped to save the Empire.

Szechwan is the largest of the eighteen provinces, in area as well as in population. A large part of the

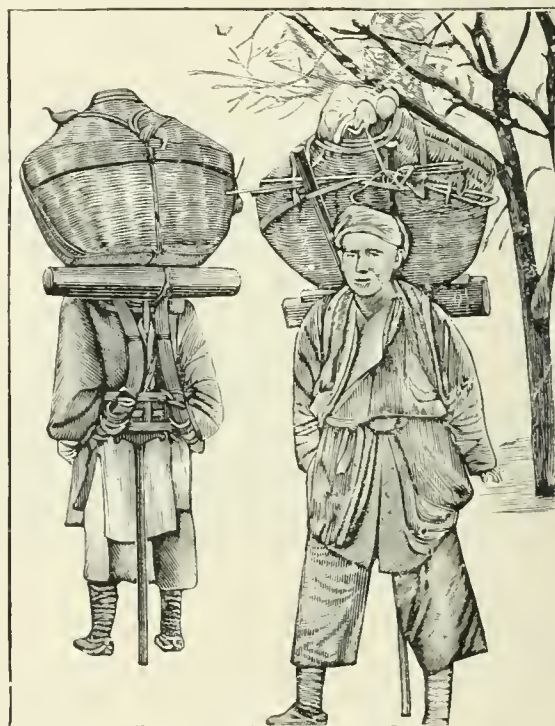
flows through the mountainous western region and becomes navigable after passing Suifu (殺州府).

Szechwan produces a great amount of silk, tea, salt and vegetable wax. Other products are rice, hemp, *indigo*, sugar and timber. There are coal mines at



BRIDGE, SZECHWAN

province is mountainous. In the central part is a fertile plateau, called the Red Basin or the Chengtu Plain. Through this rich, high plain the Min Kiang flows southward to the Yangtse. Other tributaries of the Yangtse in Szechwan are the Yalung Kiang (鴨綠江), the Chung Kiang (中漢河), and the Kialing Kiang (嘉陵江). The Yangtse enters Szechwan from Tibet,



OIL CARRIERS, WEST CHINA

Kiangpeiting (江北廳), near Chungking (重慶府). Deposits of iron, copper, *petroleum* and precious metals are known to exist.

It is hard to bring the products of Szechwan to other provinces because of difficulty of transportation. The passage through the Yangtse Gorges is so troublesome and dangerous as to hinder commerce. When the *Chuan-Han Railway* (川漢鐵路) is built, Chengtu will be in close touch with Hankow, and Szechwan will have much more trade.

In western Szechwan, in the mountainous borderland between China and Tibet, live wild tribes who cause much trouble to the Government.

Chengtu, the capital, has half a million people. It is a historic city lying in the Red River Basin. The country *round about* is remarkably well irrigated.



MOUNTAIN SCENE, SHOWING FOLIAGE AND TIMBER, WEST CHINA



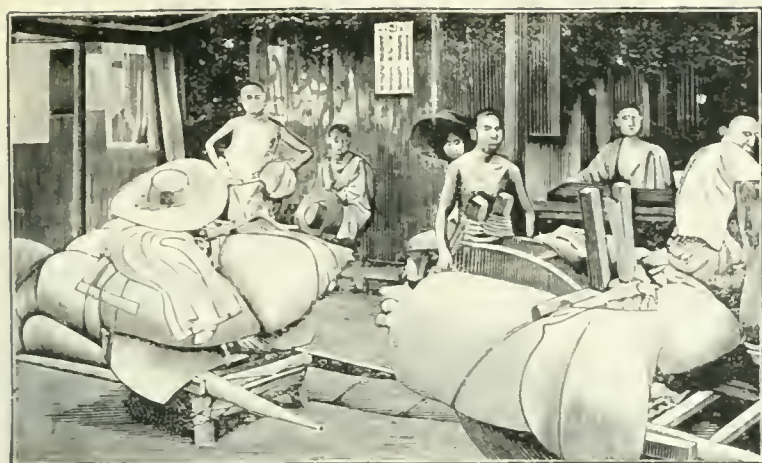
THE GREAT BRIDGE, SHWANGLIHSIEN, SZECHWAN



IRON SUSPENSION BRIDGE, YACHOW, SZECHWAN



WU HSIA, KWEICHOW, SZECHWAN

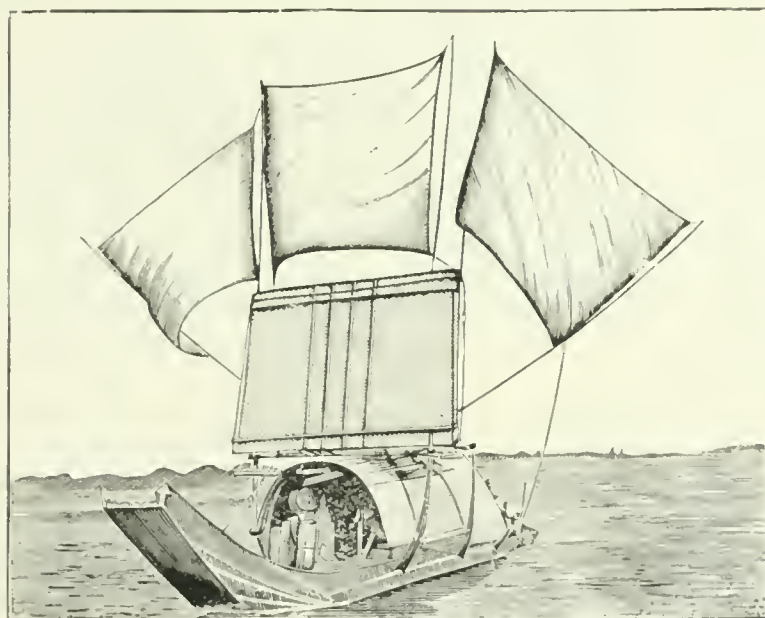


BORROW TRAFFIC, CHENG TU PLAIN

Chungking, the treaty port of Szechwan, is a great trading centre.

Suifu is the last point on the great river which can be reached by boats. From Suifu to Wanhsien (萬縣), ships can easily sail on the river, but east of Wanhsien are the famous gorges with *rapids* which are very hard for boats to pass.

Szechwan was formerly a great producer of opium, but opium-growing was suppressed by the great Viceroy, *Chao Erh-hsun* (趙爾巽). As a result, much more rice is now grown in Szechwan.



BOAT ON THE MIN RIVER, SZECHWAN

CHIHLI (直隸省)

Area 115,800 square miles

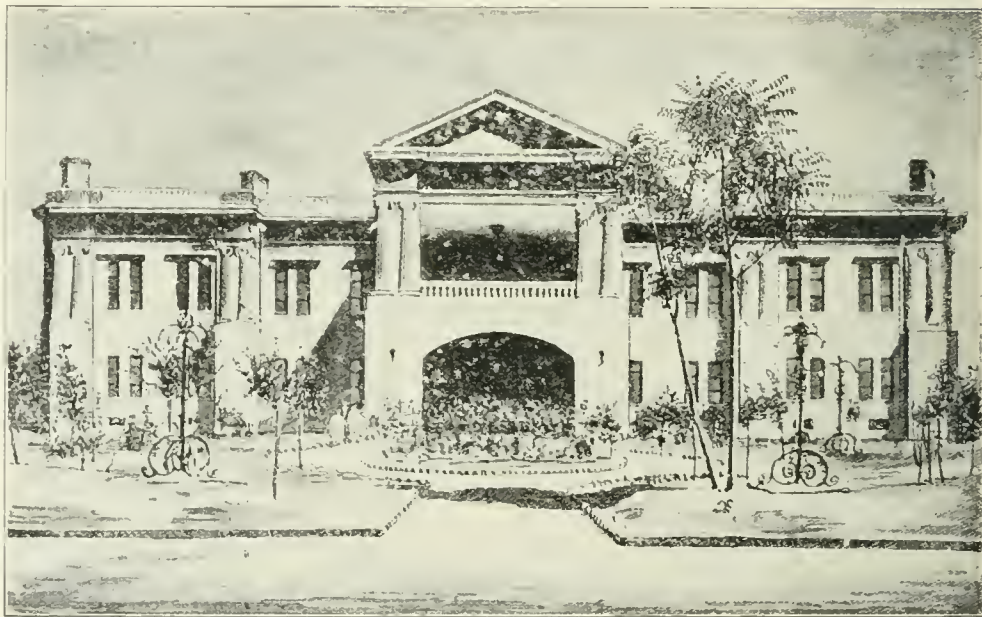
Population 30,000,000

CAPITAL, PAOTINGFU (保定府), TIENTSIN (天津)

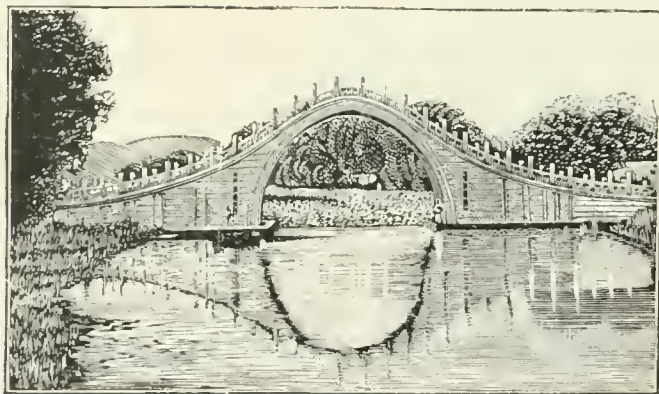
Chihli, the *metropolitan* province, consists mainly of a broad plain. This plain is not well irrigated and needs abundant rainfall. In good seasons it produces much grain, but in bad seasons is dry and dust-covered.

The mountains in the north-east and southwest of the province are suitable for coal mining. The most productive coal mines in China are situated at Kaiping (開平) and Tangshan (唐山).

Transportation by small boats is convenient on the Pei Ho and Grand Canal at most times of the year. In winter, however, the water is frozen. Railways in Chihli run:



THE WAIWUFU, PEKING



MARBLE BRIDGE, SUMMER PALACE, PEKING

1. From Peking to Tientsin and Shanhaikwan (山海關), and then on to Manchuria (滿洲) and Europe;

2. From Peking to Paotingfu and on to Hupeh and the Yangtse;

3. From Peking to Changchiakow (Kalgan 張家口), the gate to Mongolia (蒙古);

4. From Peking to near-by Tungchow;

5. From Chengtingfu (正定府) to Shansi (山西省) and Taiyüan (太原府).

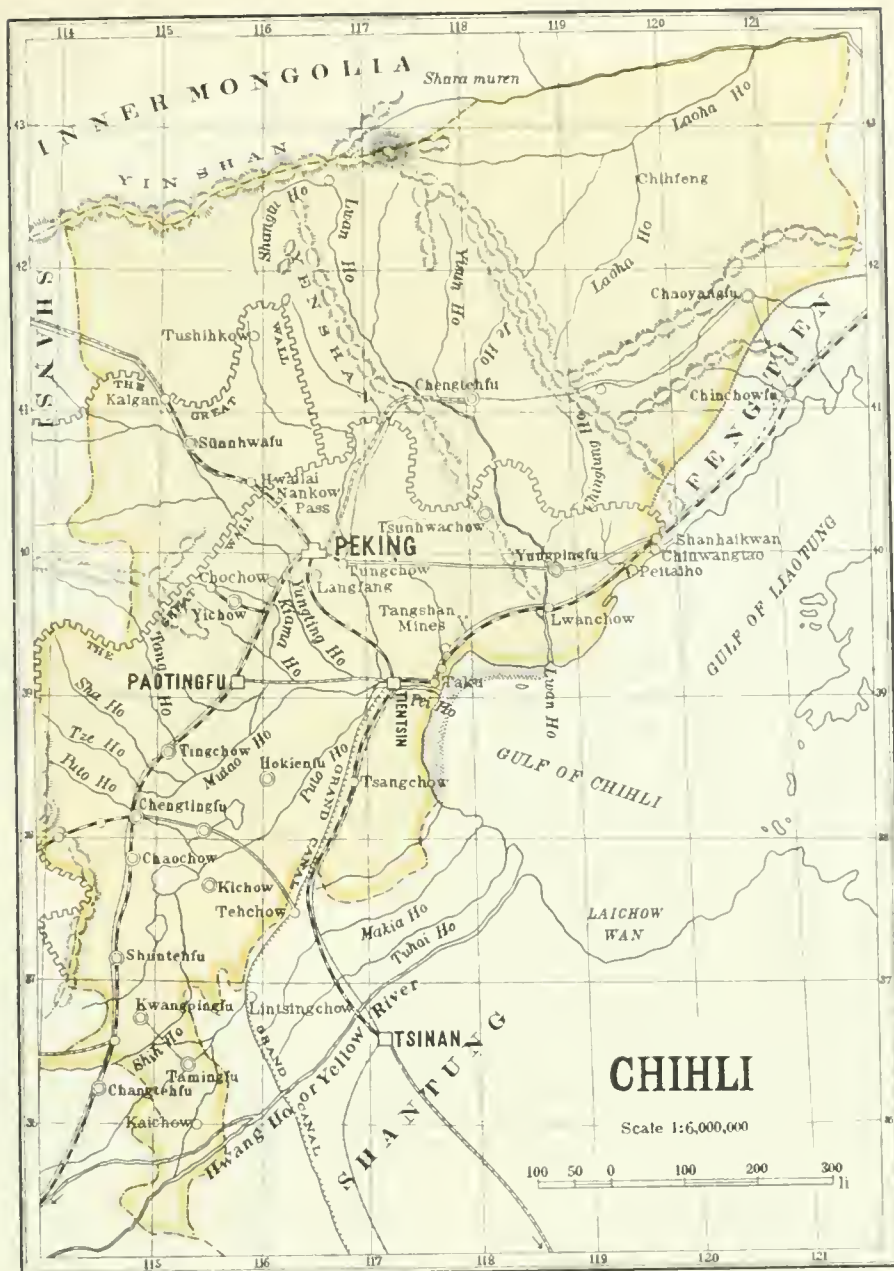
Chihli produces wheat, coal, cotton, tobacco, woven silk, *strawbraid*, camels, sheep and horses.

The Great Wall starts at Shanhaikwan and crosses the northern part of the province.

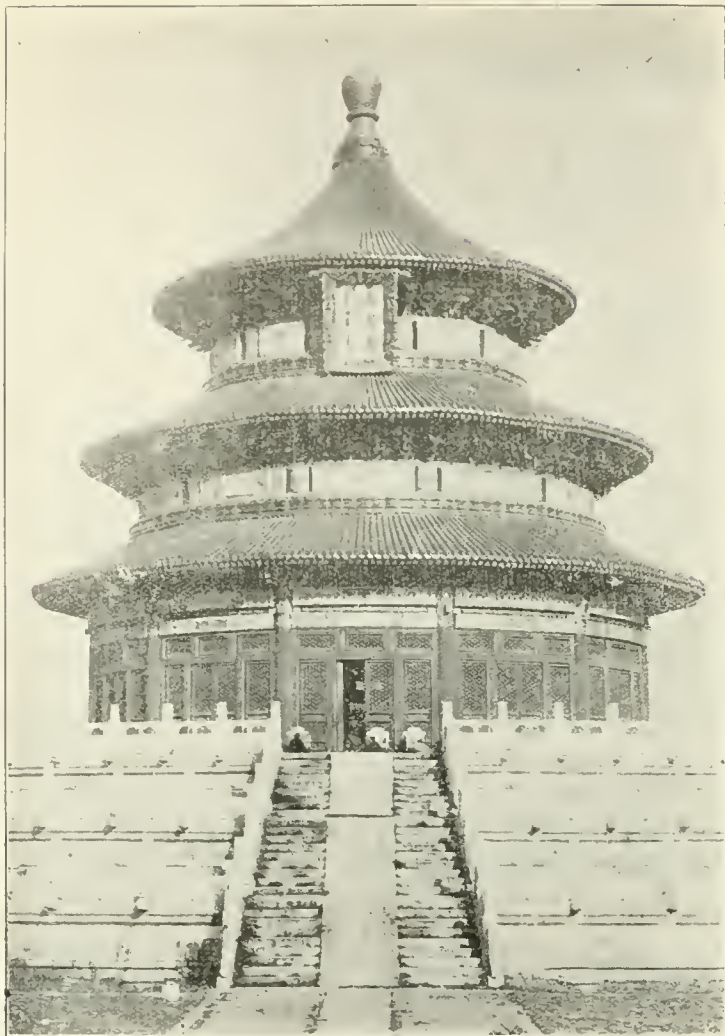
Peking, the capital of the Empire, is really not one city, but a group of cities. The Imperial Palace is the heart of Peking. Guarding it round about is the *Tartar city* (皇城). There is a large *inner Chinese city* (京城).



SUMMER PALACE, PEKING



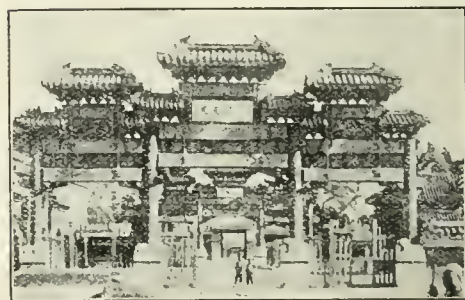
IMPERIAL WINTER PALACE, PEKING



BLUE DOME IN TEMPLE OF HEAVEN, PEKING



WITHIN THE FORBIDDEN CITY



GATEWAY, PEKING



ENTRANCE TO COMMERCIAL EXHIBITION GROUNDS, TIENSIN

and also an *outer Chinese city* (外城) where trade prospers. The *legations*, where the ministers of foreign powers live, is like another walled city. Peking has great walls, high gate towers and wide streets. It is the political, military, and educational centre of the Empire. There are many great and famous temples, such as the Temple of Heaven (天壇), the Temple of Agriculture (先農壇), the Confucian Temple (聖廟) and the Temple of the Lamas (喇嘛寺). At night, electricity makes Peking one of the most brilliantly lighted cities in the world. There is a large force of military police. Peking has a splendid postal service.

Tientsin, near the mouth of the Pei Ho, is the great treaty port of the North. In many ways, this city has been the leader of the Empire. Tientsin has broad roads, electric lights, water works, *tramways* and limited local self-government. These

products of North China and Mongolia. There is a large export trade in animal products, such as skins and fur, *bristles* and wool. In winter, when the Pei Ho is frozen, Tientsin trades by water through the ice-free port, Chinwangtao (秦皇島). *Peiyang University* is near Tientsin.

Paotingfu, the old provincial capital, is the residence of the provincial treasurer.

Chinwangtao is a port for the shipment of coal from the Kaiping and Tangshan mines, and an entry port in winter.

Shanhaikwan, where the mountains meet the sea, is the gate between China and the Three Eastern Provinces.

Changchiakow or Kalgan is a trading town at the gate to Mongolia. Its Chinese-built railway is improving commercial and political relations with Mongolia.



CITY WALL AND GRAND CANAL, PEKING



YELLOW TEMPLE, PEKING



MANCHURIAN LADIES

North of the Great Wall is the *Imperial Hunting Park* (圍場).



SHANHAIKWAN

improvements were largely the work of the great viceroy, Yuan Shih Kai. Many roads bring to Tientsin the

SHANTUNG (山東省)

Area 55,970 square miles

Population 38,000,000

CAPITAL, TSINAN (濟南府)

Shantung was the home of *Confucius* (孔子) and *Mencius* (孟子). Pilgrims may visit the tombs and temples of these great sages at Kūfow (曲阜) and Chowhsien (鄒縣) in the southwestern part of the province.

Most of Shantung is mountainous, but there is a plain in the western part crossed by the Hwang Ho and

have caused terrible loss to North China, and would cause more were it not for the money and work spent every year to protect the valley. But modern engineering can make the Hwang Ho a source of wealth instead of a source of danger.

Shantung produces silk, wheat, *millet*, and fruits. The soil of Shantung is not so rich as in most parts of China, and new methods are needed to make agriculture more prosperous. The forests have been destroyed, but it is hoped that scientific Government work can restore them in part.

Shantung coal is mined near Weihsien (威縣) and at Poshan (博山縣). The Shantung railway carries the coal to the sea, whence steamers take it to its markets.



PINE GROVE, TAI SHAN



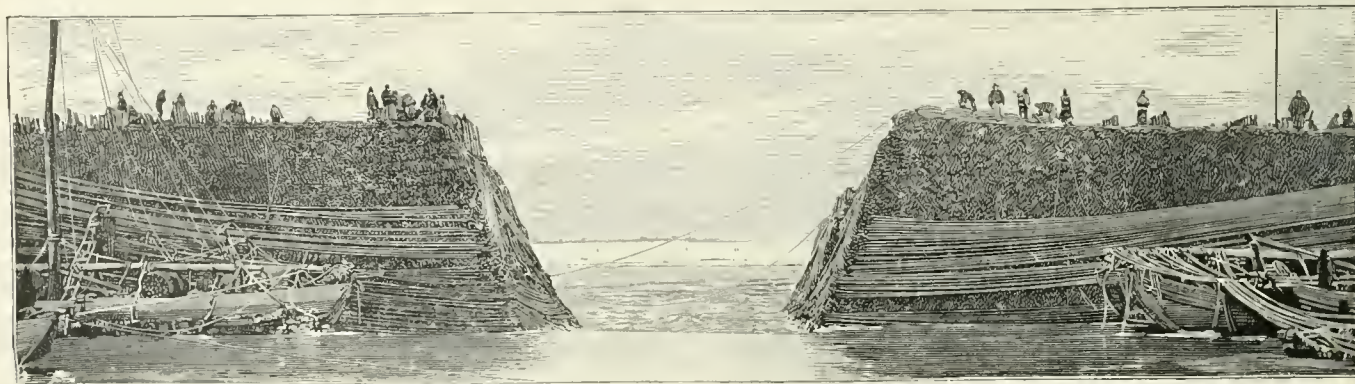
TAI SHAN

the Grand Canal. Shantung has a long peninsula and some excellent harbours.

The people of Shantung, like most men of the North, are strong and brave, and are good farmers and good soldiers. Shantung is not a rich province, because the fertile parts are too crowded. Many Shantung men are now going to other provinces to seek wealth, and are especially successful in the Three Eastern Provinces (東三省).

The Tai Shan (泰山) is the most famous mountain of Shantung.

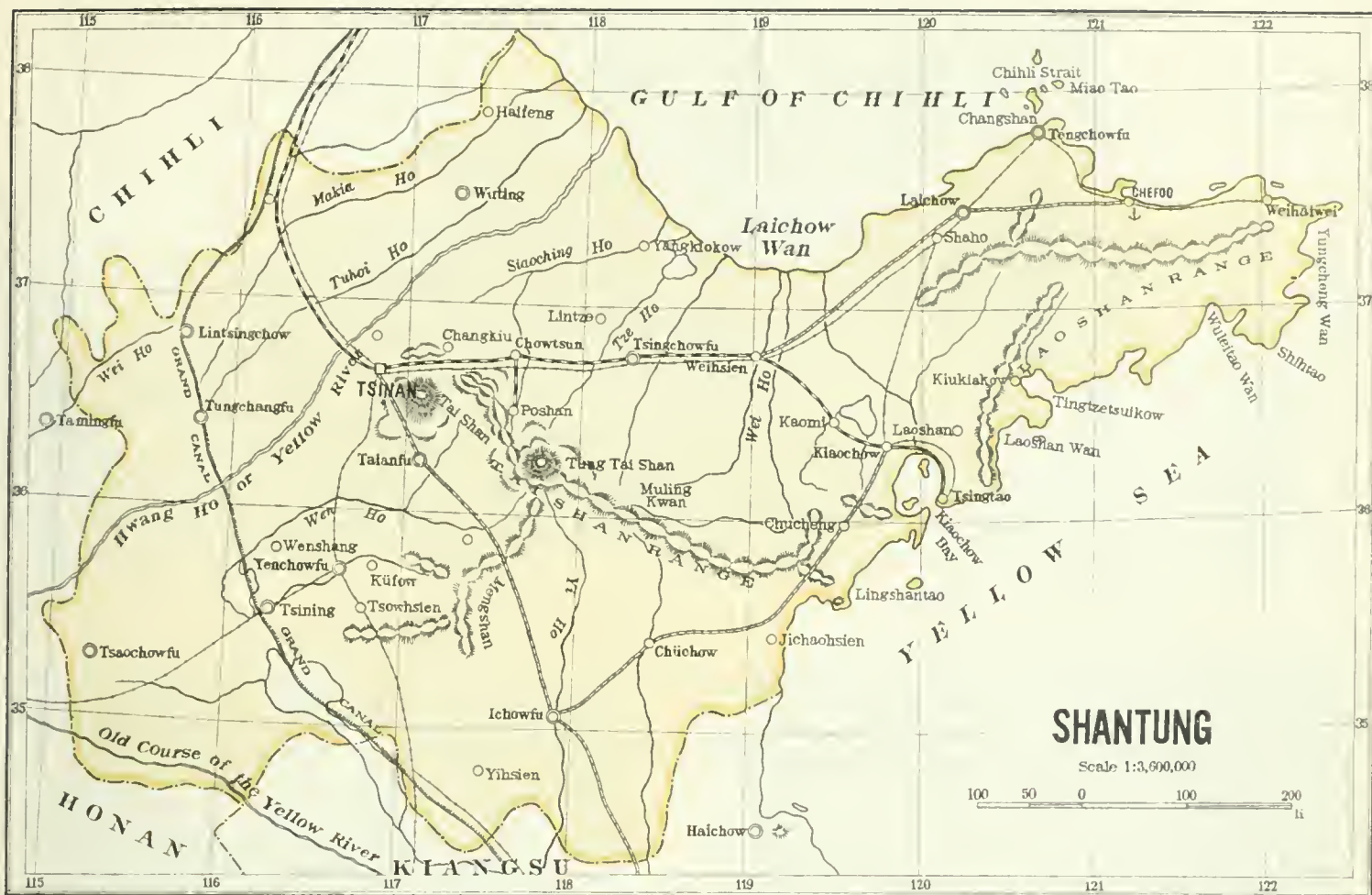
Tsinan, the capital, is a great city near the meeting of the Grand Canal and the Hwang Ho. A German



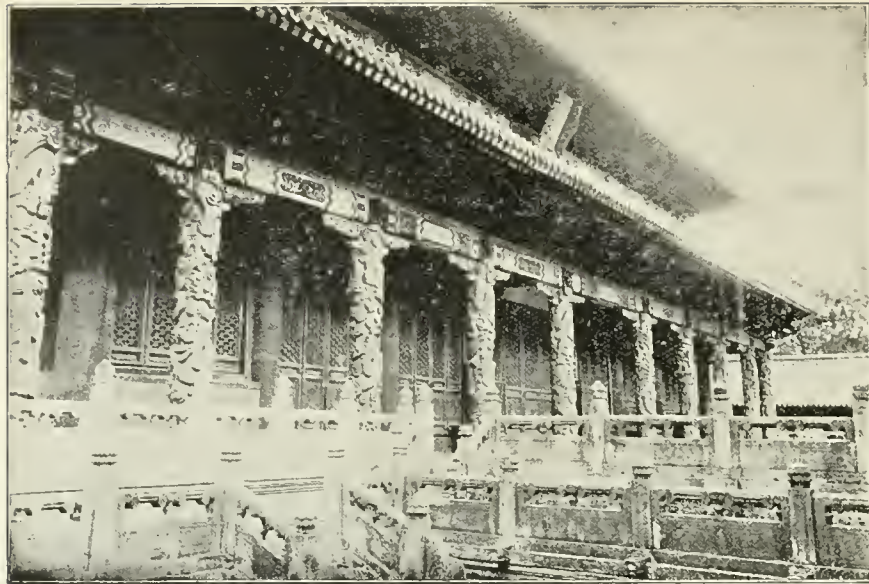
REPAIRING THE BANK OF THE YELLOW RIVER

The Hwang Ho now reaches the sea in the northern part of Shantung. Sixty years ago, it flowed south of this province and emptied into the sea in Kiangpeh, hundreds of miles south. The floods of the Hwang Ho

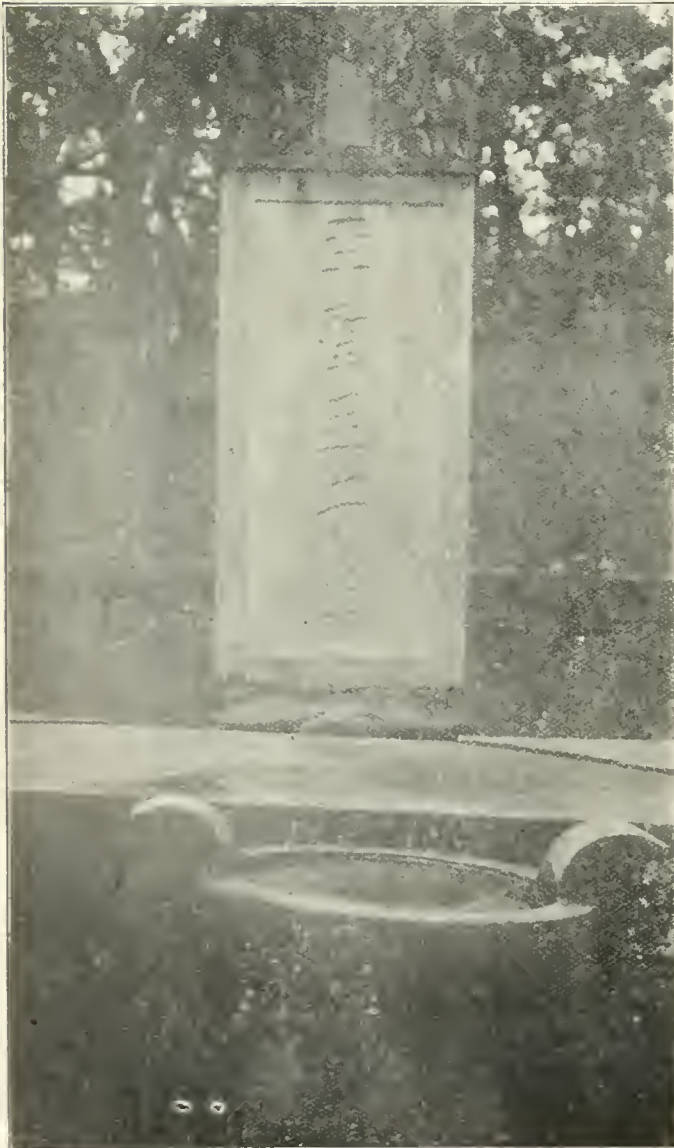
railway runs from Tsinan to the Yellow Sea at Kiaochow (膠州). The railway from Tientsin to the Yangtse will also pass Tsinan. It has been proposed to extend the Shantung railway west to Taokow (道口) in Honan



TEMPLE OF THE NORTH POLE, TSINAN



TEMPLE OF CONFUCIUS, KŪFOW



TOMB OF MENCIUS, TSOHSIEN



TOMB OF CONFUCIUS, KŪFOW

to join the Honan mining railways. Tsinan is a centre of commerce for western Shantung.



TAI SHAN

Chefoo, or Yentai, (烟台) is a treaty port which formerly had much commerce, but Kiaochow is now taking away its trade. Chefoo needs a railway to connect it with the interior. Its principal exports are wild silk, beans, and strawbraid.



PAGODA, YENCHOW

Kiaochow Bay (膠州灣) was seized by Germans in 1897. They have built a foreign city, Tsingtao (青島), with wide streets and fine houses; Kiaochow is leased to Germany for ninety-nine years, but it is a Chinese treaty port.

The British have leased the naval station of Weihaiwei (威海衛).

Laichow (萊州府) and Tengchow (登州府) are seacoast districts, many of whose men have gone to Manchuria.



TSINAN: YELLOW RIVER IN THE DISTANCE

Weih sien (濰縣) is a wealthy city in the central part of the province.



THE IRON PAGODA, TSINING

HONAN (河南省)

Area 67,940 square miles

Population 21,000,000

CAPITAL, KAIFENG (開封府)

Honan is a fertile province in the plains of the Hwang Ho (黃河) and the branches of the Hwai Ho (淮河). The mountains on the southern border separate North China from the river provinces. North of the mountains wheat is raised, and rice is raised south of the mountains.

The Hwang Ho is a trouble to the province, for at one time of the year it is like a flood, and at another

Honan, like other provinces in the valley of the Hwang Ho, has the fertile "yellow earth" (黃土) soil, called *loess*. This soil is very productive.

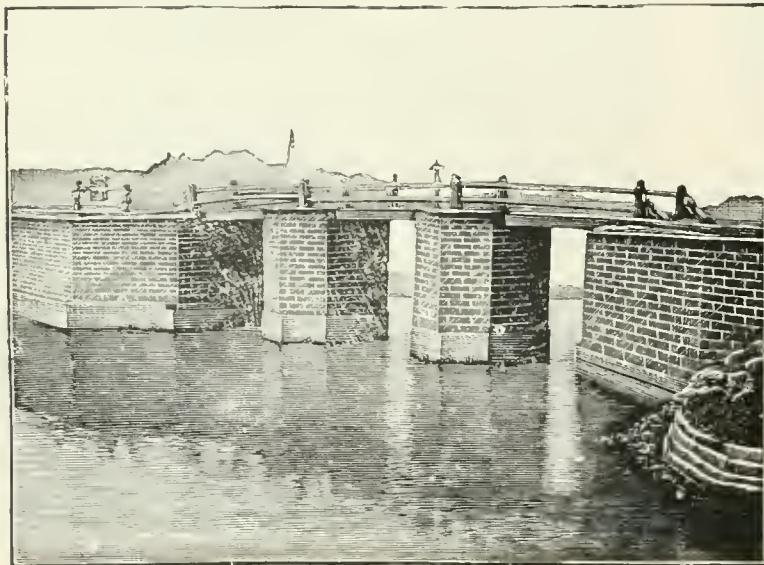
Honan produces wheat, barley, wax, medicine and cotton.

Different rivers connect Honan with surrounding provinces; the Hwang Ho crosses it from Shensi (陝西) and Shansi in the northwest to Chihli and Shantung on the northeast; the Wei River (衛水) flows northeast to Shantung and Chihli; the *tributaries* of the Hwai River flow to Anhwei; and those of the Han River to Hupeh. Parts of these rivers are suited for commerce.



LANDSCAPE SCENE, HONAN

time is almost dry. Modern engineering could improve the Hwang Ho so as to remove the danger of flood, and make the river more suitable for navigation and irrigation.



BRIDGE IN HONAN

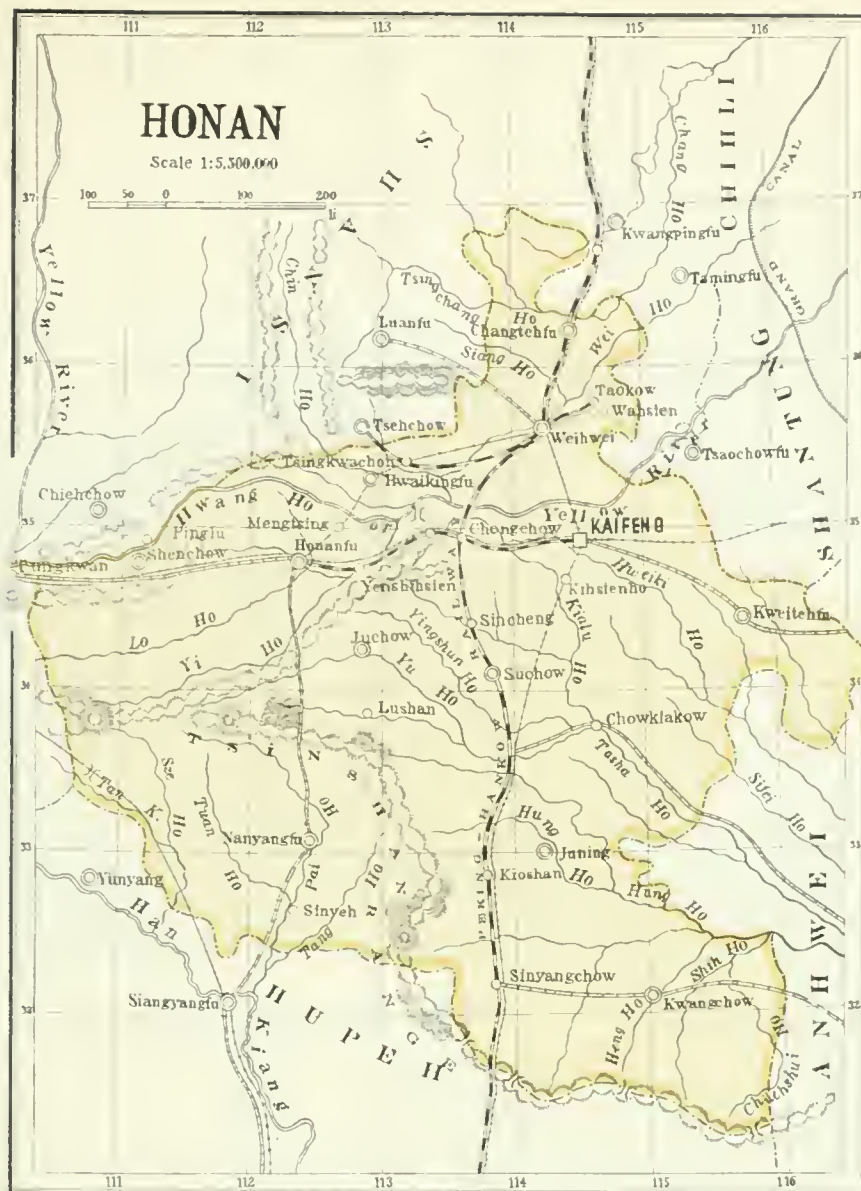


IRON PAGODA

Honan has many historic cities. Kaifeng, Kweitehfu (歸德府), and Loyang (洛陽) have been capitals of the Empire.

Kaifeng is just south of the Hwang Ho. Though great walls have been built to protect it from the floods, it is still in danger.

Taokow is a trading city where a mining railway meets the Wei River, and is a gate on the water route to Tientsin.



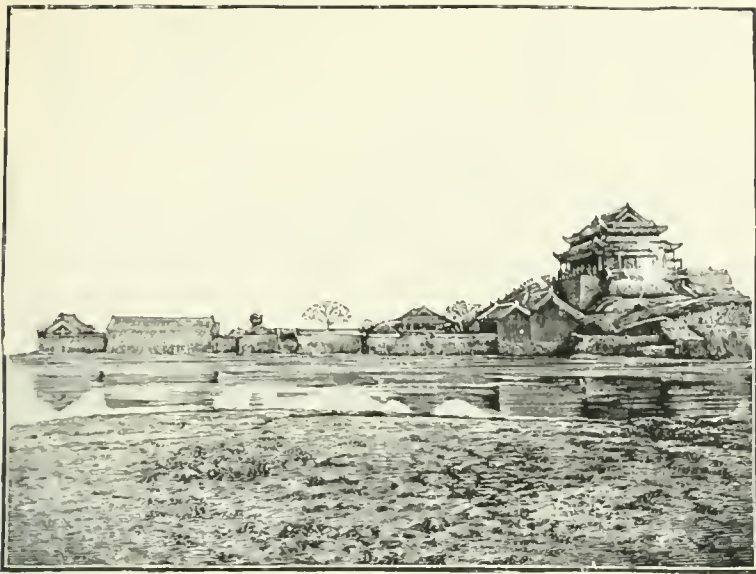
ALTAR OF EMPEROR YÜ, KAIFENG



A LIBRARY FOR BUDDHIST LITERATURE, KAIFENG



ERI TSENG TEMPLE, KAIFENG



LENG TING, KAIFENG

Shekichen (除旗鎮) on the Tang River and Nanyang (南陽府) on the Pai River (白河) are important commercial towns trading with Hupoh.

In eastern Honan, Chowkiakow (周家口), on a tributary of the Hwai River, is a centre of trade with Anhwei and Kiangpeh.

Tsinghwa (清化鎮) is an important mining centre.

The *Peking-Hankow Railway* (京漢鐵路) crosses Honan from north to south. Two other railways run from east to west. One north of the Hwang Ho brings coal from the mines near Tsinghwa to the Wei River at Taokow. It crosses the great *trunk line* at Weihwei (衛輝府). A

railway south of the river is to join Honanfu and Kaifeng, by way of Chengchow (鄭州). More branches for the railway would improve commerce, and help part of Honan's rich mineral wealth to find its way to market.

Honanfu, situated in the fertile valley of the Lo Ho, is the meeting place of three great roads. These roads are important for trade. The road to the south leads to Chowkiakow and the Han River. The second road goes east to Kaifengfu. The third road crosses the Hwang Ho, going in a northeasterly direction to Hwaikingfu. There is also a fourth road, going west to Tungkwan.



RAILWAY STATION, KAIFENG

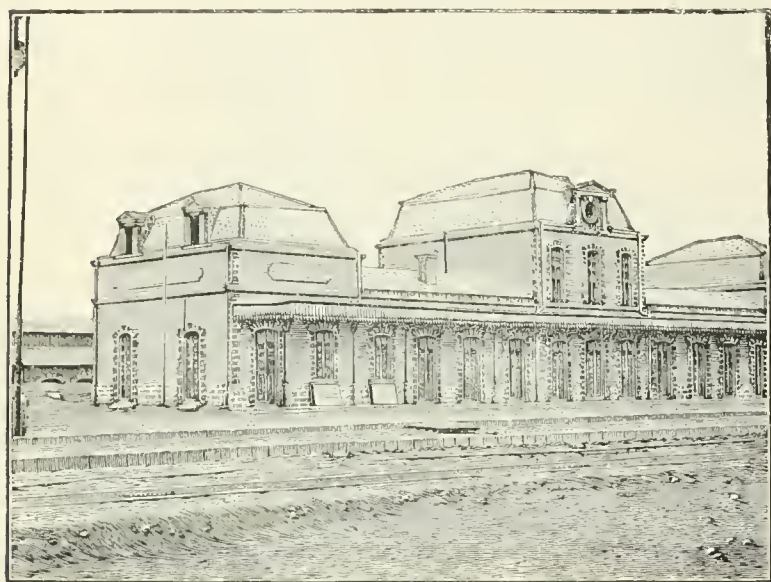
SHANSI (山西省)

Area 81,830 square miles

Population 12,000,000

CAPITAL, TAIYÜANFU (太原府)

Shansi is one of the richest mineral regions in the world. Shansi has coal and iron to make the Empire rich by new industries. Scientific men say Shansi coal is of high quality, and that the quantity is enough for the use of many countries.



RAILWAY STATION, TAIYÜANFU

Shansi is very mountainous. It is connected with Honan by the Hwang Ho, and by the small railways branching out to the west from the Peking-Hankow line. The cartroads are bad, many of them running below the surface of the fields.

The best Shansi coal is found near Taiyüanfu, Tzechowfu (澤州府) and Pingtingchow (平定州).

Taiyüanfu is the largest city, *Shansi University* is situated here. A railway runs from Taiyüan to Chengtingfu in Chihli on the Peking-Hankow line.

Kiangchow (絳州) is important for its minerals, its farms, and its trade.

Kweihwating (歸化廳) is at the gate between Shansi and Mongolia. It has been proposed to build railways connecting this city with the lines to Taiyüanfu to the south, and to Kalgan in Chihli.

Many pilgrims visit the Buddhist shrines on the famous Wutai Shan (五台山) in northern Shansi.

The Shansi banks and bankers are known throughout the Empire.

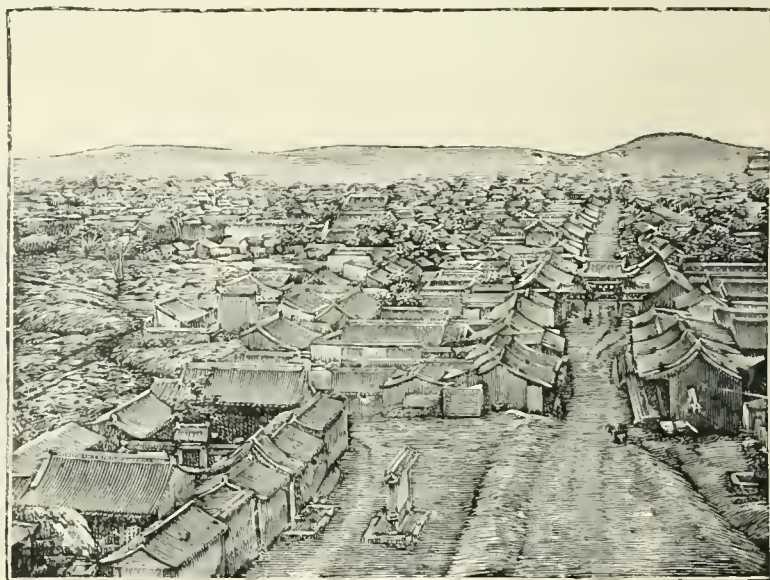
The Hwang Ho runs on the west and south of Shansi. The Great Wall crosses the northern part of the province.

From Taiyüanfu, an important road runs to the southwest corner of the province. After crossing the Hwang Ho, it passes through the Tungkwan (潼關) and leads to Sianfu (西安府) in Shensi.

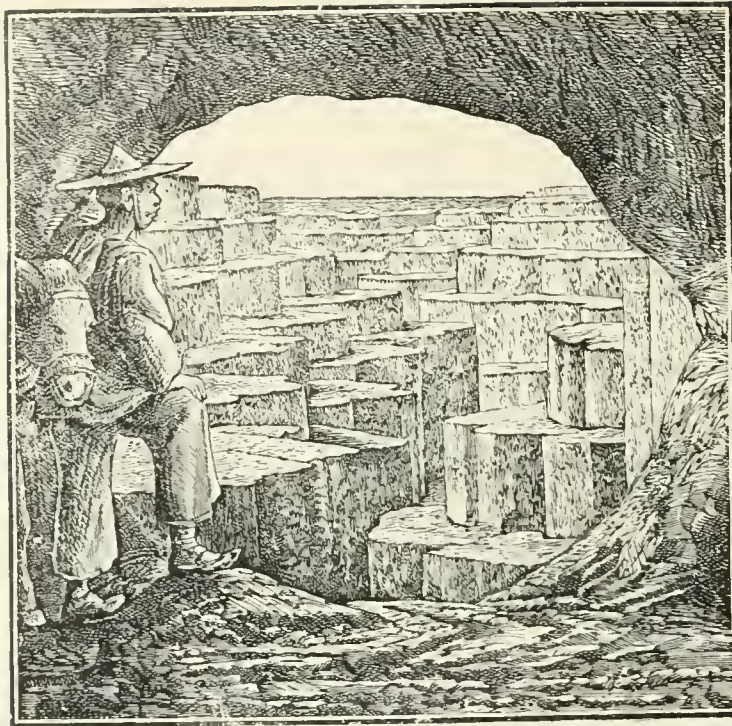
Improved transportation is a great need. Thirty years ago, many people died of famine because there was no way to bring in food to save their lives.

Shansi produces coal, iron, salt, barley, tobacco and cotton.

Some years ago the mineral *rights* of Shansi were given to a foreign company. Controlling the mineral resources of Shansi would give the company too great power. The matter was reconsidered, and the rights given away were bought back for 2,400,000 taels. Now the mineral wealth of Shansi *mines* is understood by her people.



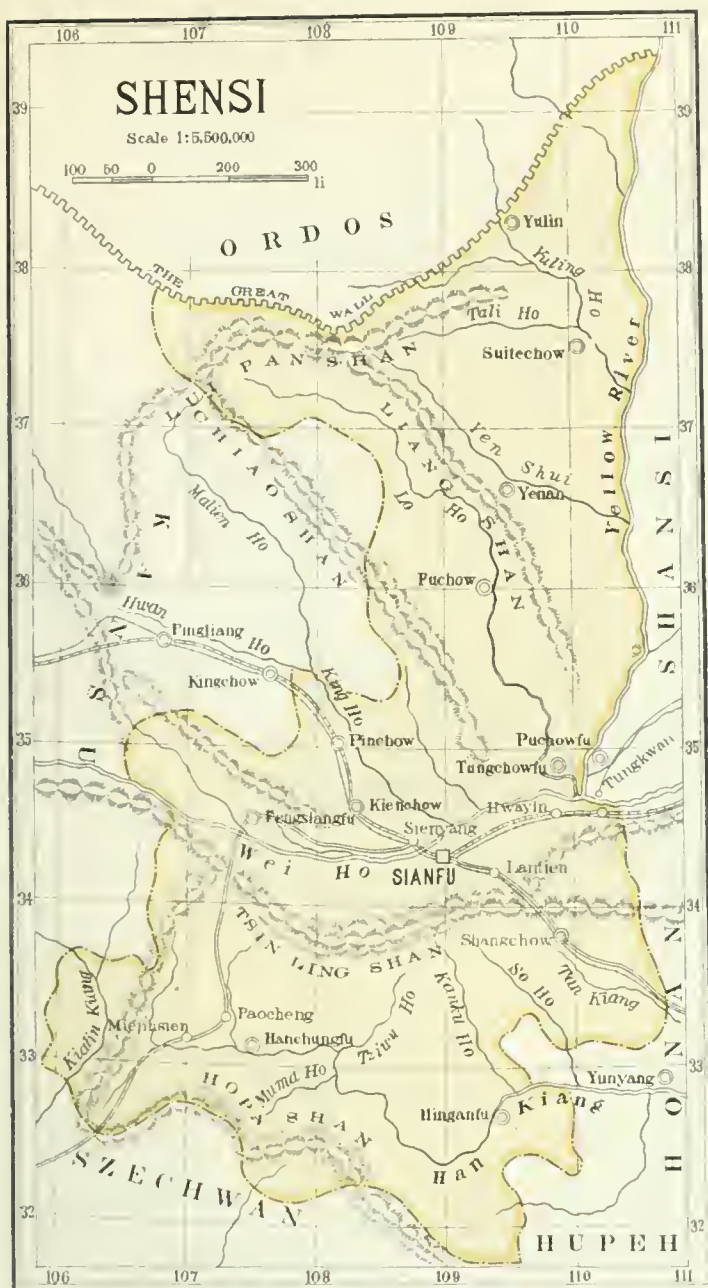
TAIYÜANFU



LOESS CLIFFS



CITY GATE, TAIYUANFU



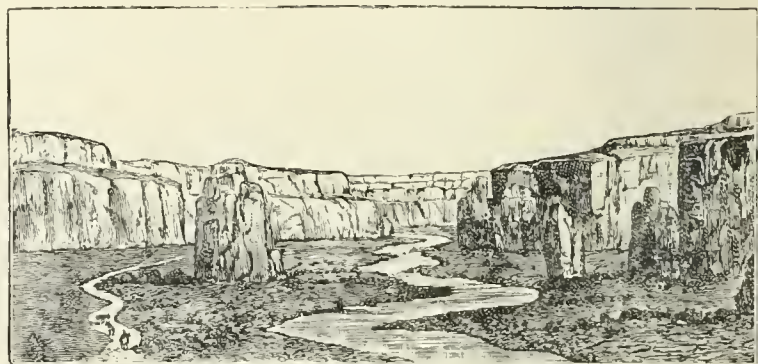
THE ANCIENT FERRY OF SINYANG



LINGLINGHSIEN



TA YEN PAGODA, SIAN



LOESS FORMATION



CHANG LIANG TEMPLE

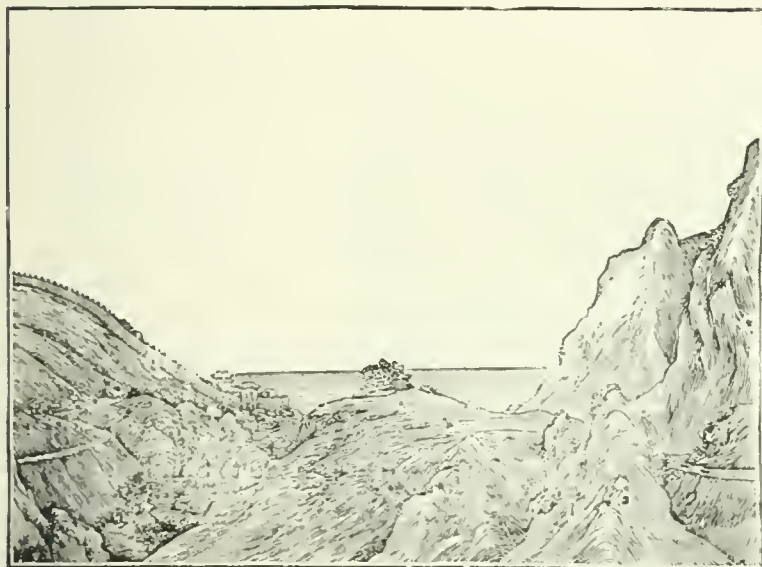
SHENSI (陝西省)

Area 75,270 square miles

Population 9,000,000

CAPITAL, SIANFU (西安府)

Shensi is very strong *from a military point of view*, as it is well guarded by mountains. The great gate to the province is the famous Tungkwan, where the Hwang Ho turns east. The military history of the Empire proves the importance of this Pass.



TUNGKWAN

Shensi was formerly one of the richest provinces of the Empire, but now it is one of the poorest. Once it produced great supplies of grain; now it produces much less. The Province became poor largely through the loss of its trees. Formerly, the mountains of North China were covered with forests, and after the rain fell, the water gradually came down to the plain, making the land fertile and the rivers suitable for boats. But people carelessly cut down the trees, and the rain would wash soil and stones from the mountains; the rivers would sometimes be flooded and sometimes be dry, and the farmers would have too much water at one time and not enough at another. As a result, North China has suffered terribly from flood and famine.

The north and south of Shensi are mountainous. The Hwang Ho crosses the wall, flows south and forms the eastern boundary of the Province.

Shensi has rich mineral deposits, especially of coal and iron. Salt and *nickel* are also found.

Shensi has many animals, and Shensi hides are sold in all parts of the Empire. Much fur is exported.

The best part of Shensi is the valley of the Wei River (渭水), where Sianfu is situated. Sianfu is the residence of the governor, and one of the finest cities of North China. As Changan (長安), it was the capital of some famous emperors.

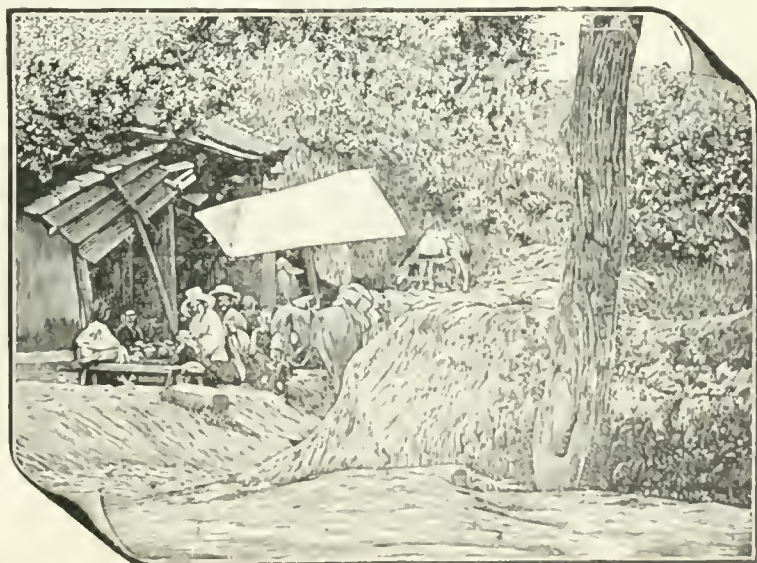
From Sianfu four great roads branch out—one, east to Shansi, two, west and northwest to Kansu (甘肅省), and one, south, whose branches lead to Szechwan and Hupch. These roads give Sianfu great political, military and commercial importance. It was the residence of the court during the troubled years 1900-1901.

Fengsiangfu (鳳翔府) and Tungchowfu (同州府) are important towns in the Wei Valley.

Hanchungfu (漢中府) and Hinganfu (興安府) are commercial cities on the Han River in southern Shensi. Both cities are gates, Hanchungfu to Szechwan and Hinganfu to Hupch. These cities are in mineral districts.

Yenan (延安府), Yulin (榆林府) and Suitechow (綏德州) are small cities in the mountainous northern part.

The "yellow earth" (loess) districts in the valley of the Wei produce wheat, millet and vegetables.



WAYSIDE SCENE, SHENSI

KANSU (甘肅省)

Area 125,400 square miles

Population 11,000,000

CAPITAL, LANCHOWFU (蘭州府)

Kansu, in the northwest, is a large and mountainous province. The people are of different blood, some being Tibetan, some Mongolian, some Turkish and some Chinese. The Mohammedan rebellion, which was suppressed by *Tso Tsung-tang* (左宗棠), made the province weaker and the people fewer.

The upper Hwang Ho crosses Kansu, but is not good for commerce. In its valley, the land is good for agriculture. In the southern part of the province, wheat, barley and tobacco are raised. Lanchow (蘭州府) tobacco is smoked throughout the Empire. In the mountain districts, the principal occupation is *animal-raising*. Some of the wool is exported, and some is manufactured into carpets.

The province has precious metals, such as gold and silver, as well as industrial minerals, such as coal and oil. But the mineral wealth is as yet little developed.

Lanchow is the residence of the Viceroy of Kansu and Shensi. It is a splendid city on the Hwang Ho. From Lanchow great roads go out,—one west to Siningfu (西甯府), Chinghai (青海) and Tibet, and another northwest to Sinkiang (新疆省) and Central Asia.

Ninghia (甯夏) has more commerce than any other city in Kansu. It is at the point where the Hwang Ho

flows out of the province and is the gate between Kansu and Mongolia. The trade is mostly in animals. Ninghia has suffered terribly from rebels and floods.

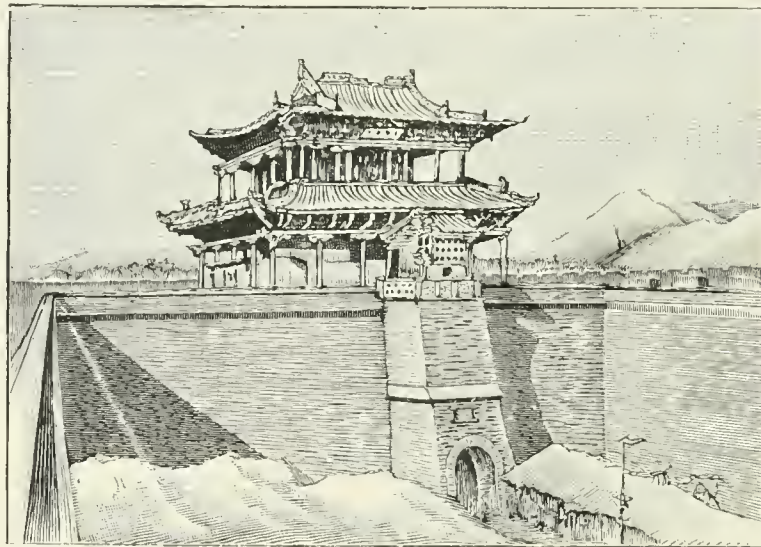
Siningfu, a market town in the mountains west of Lanchow, is the gate to Chinghai and Tibet. The officer administering Chinghai lives at Siningfu.

Pingliang (平涼府) is in a fertile district near the Shensi border. It is near the gate on the more important road between Kansu and Shensi.

Tsinchow (秦州) is a station on the Wei River road to Lanchow. This road is difficult and the commerce is small. The district is fertile.

Liangchow (涼州府), Kanchow (甘州府), and Suchow (肅州) are posts on the long northwest road to Sinkiang. Chia-yukwan (嘉峪關) is a trading town beyond Suchow.

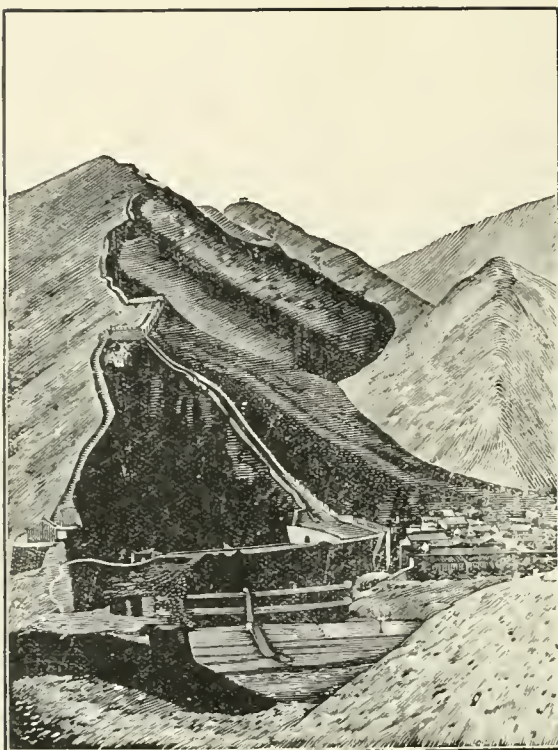
Kansu is in great need of railways to bring it closer to other provinces. Lines are talked of which would connect Lanchow with Sianfu and Taiyüan to the southeast, and with Sinkiang at the northwest. Such railways would be hard to build, but would have political and military advantages as well as commercial ones.



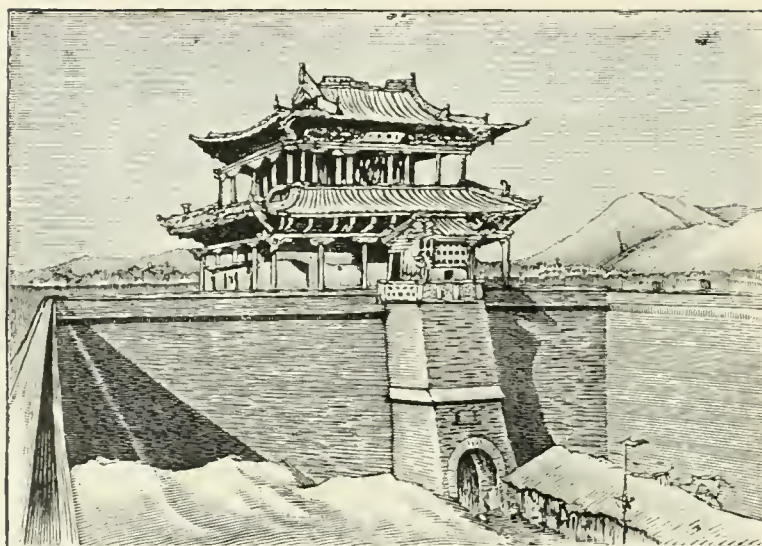
CITY WALL, Sining



TRANSPORTING COTTON



THE GREAT WALL IN KANSU



CITY WALL, NING

THE THREE EASTERN PROVINCES (東三省)

The Three Eastern Provinces (Manchuria) are divided into two *river-basins*—the Liao basin (遼河流域) in the south and the Sungari basin (松花江流域) in the north. Both basins are very fertile. The Three Eastern Provinces are separated from Korea (朝鮮) by

are doing best at present are none of these, but Chinese from the Laichow and Tengchow districts of Shantung. The strong and diligent Shantung men go to all parts of the Three Eastern Provinces and work hard and succeed no matter what the season is. Many of them are making their homes there. It is industrious, enterprising men like these who develop Manchuria for the Empire.



TIMBER RAFTS ON THE YALU RIVER

the Yalu (鴨綠江) and Tumen Rivers (圖們江), from Siberia by the Amur (黑龍江) and Ussuri Rivers (烏蘇里江).

In Manchuria are men of different races—Mongols, Manchus, Russians and Japanese. But the people who



NEW CHINESE ADMINISTRATION BUILDING, FENGTIEN

For a long time, the Three Eastern Provinces were ruled as a dependency. But now they are governed by a Viceroy and Governors. The Viceroy resides in Fengtien.



THE GREAT WALL IN SOUTHERN MANCHURIA

SHENGKING (盛京省)

Area 56,000 square miles

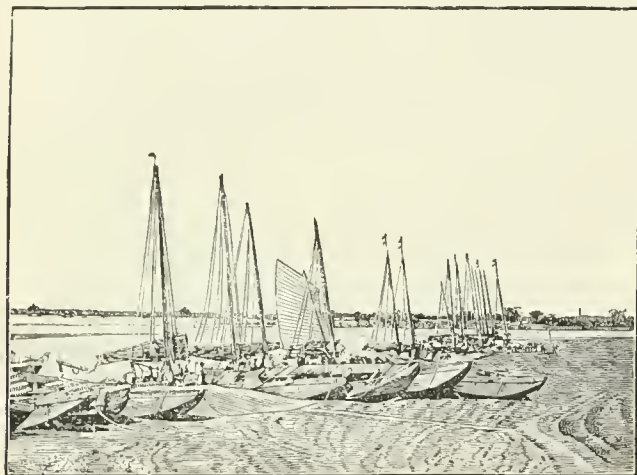
Population 12,000,000

CAPITAL, FENGTIEN (MOUKDEN 奉天)

Shengking, or Fengtien, was the main *battlefield* of the war between Russia and Japan. Western Fengtien is the valley of the Liao River; the eastern part is mountainous except for the narrow valley of the Liao.

The gates of Fengtien have great military, political and commercial importance. Long railways have been

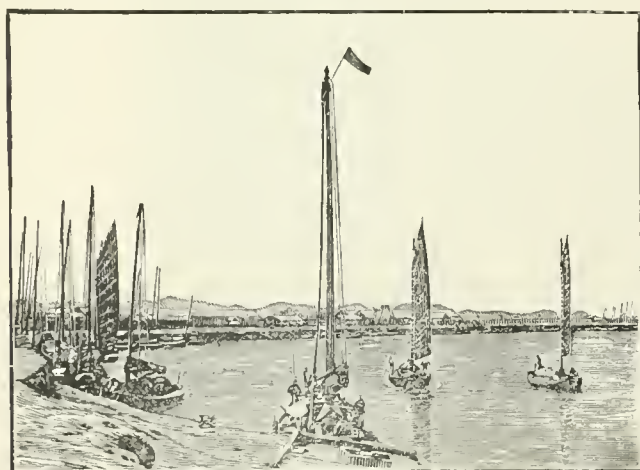
is the commercial port of Dairen and the military and naval city of Port Arthur. Both were formerly leased



WEST MA FENG CHU, FENGTIEN

constructed and cities built in order to command these gates.

1. On the southeast, the gate between Shengking and Korea is near the mouth of the Yalu at Antung (安東) and Tatungkow (大東溝). It is by this gate that



MA FENG CHU, FENGTIEN

Japanese armies have entered Manchuria. The Japanese have bridged the Yalu, and built a railway from Antung to Fengtien City in order to make it easy to pass from Japan, through Korea, to the heart of Manchuria.

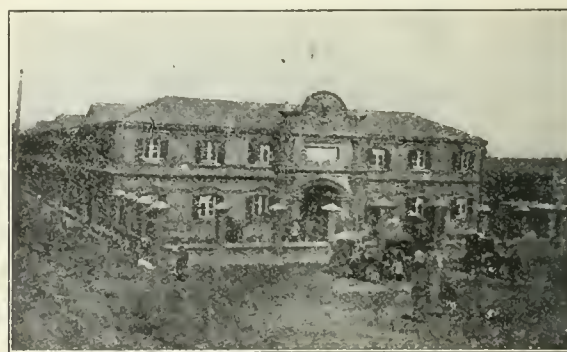
2. The sea-gates at Dairen (Talienwan 大連灣), Port Arthur (Lushun) and Newchwang (牛莊)—Yingkow (營口). On the Liaotung Peninsula (遼東半島)



NEWCHWANG

to Russia, but are now held by Japan. From these cities the Japanese railway runs north.

The third sea-gate is the Chinese treaty port of Newchwang, with its harbour, Yingkow, at the mouth of



NEW CHINESE SCHOOL BUILDING, FENGTIEN

the Liao. This city was formerly the outlet for Manchurian trade, but has lost many advantages because of the strong Japanese position in the Liaotung Peninsula. The Imperial Railway of North China connects Newchwang with Chihli and western Shengking.

3. The land gate between China and Shengking, at the pass of Shanhaikwan. It was by this road that the Manchus entered China in 1644. The northern Chinese railway runs through Shanhaikwan and carries Chinese influence on to *Fengtien City* and Newchwang.



THE NORTHERN MAUSOLEUM, FENGTIEN



IMPERIAL PALACE, FENGTIEN

4. The land gates from Mongolia, especially at Fakumen (法庫門 and Chinchow (錦州府). Extend-



STREET TEA-SELLER, FENGTIEN

ing Chinese railways through these gates would bring Eastern Mongolia more wealth and security.

5. The land gate to Kirin (吉林) and Northern Manchuria, through Tiehling Pass (鐵嶺關). The Japanese railway goes through this gateway. At the end of the great war, the Russian army held the country north of this pass, the Japanese army the land to the south.

Roads through all these gates lead to Fengtien City.

Fengtien City is on a plain. The Japanese railways run southeast, north and south; the Chinese line runs southwest. The greatest land battle of the Russo-Japanese war was fought near Fengtienfu.

Port Arthur is a great naval base at the end of the Liaotung Peninsula. Famous battles by land and sea

were fought around Port Arthur during the siege when the Japanese captured it from the Russians.

Dairen (Dalny or Talienwan), is the best commercial harbour in North China. The Russians spent huge sums to build a city which the Japanese easily captured. As the commercial port of the South Manchurian Railway, it has many ships carrying trade between Fengtien and Japan.

The lease of the Liaotung Peninsula, now held by Japan, lasts only till 1923. It is very important that at that date nothing should prevent China from regaining her territory.

Fushun (撫順) is a great coal mining centre, not far from Fengtien City. The Japanese hold the coal mines there.

Sinminfu (新民府) and Chinchow are important stations on the railroad from Chihli to Fengtien. The proposed Eastern Mongolian Railway would start from Chinchow.

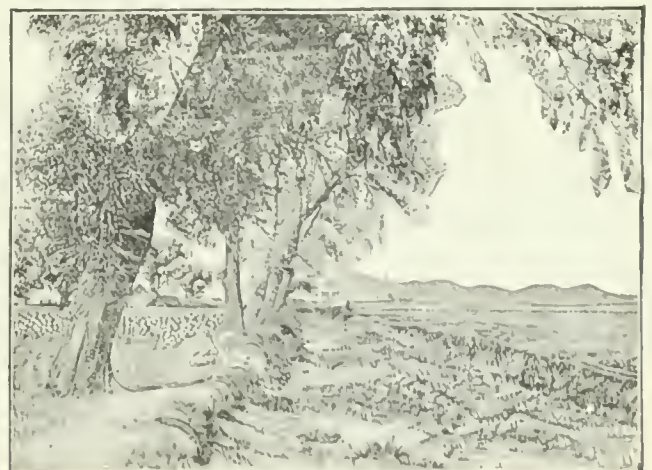
Fengtien's greatest export trade is that in beans, bean-cake and bean oil.



WHARF, DAIRY



TIEHLING



COUNTRY SCENE, FENGTIEN

KIRIN (吉林省)

Area 105,000 square miles

Population 7,000,000

CAPITAL, KIRIN (吉林府)

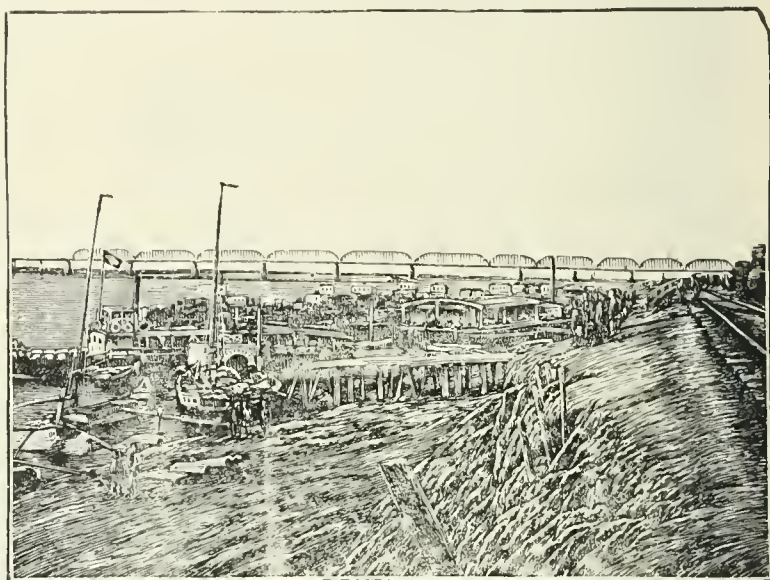
Kirin is a great wheat-producing province. It lies between the Sungari and the Ussuri Rivers. The Siberian Railway crosses it from east to west and north to south.

Harbin (哈爾濱) is an important commercial and industrial city with large flour mills and many Russian soldiers. It is situated where the railway crosses

Kwanchengtze (寬城子) near Changchun (長春府) is a railway centre, where the Russian and Japanese systems meet. A branch line runs to Kirin City. Kwanchengtze is a great trading town, being a gate to Mongolia on the west and Kirin on the east and north. It collects animals, beans and tobacco, and exports them



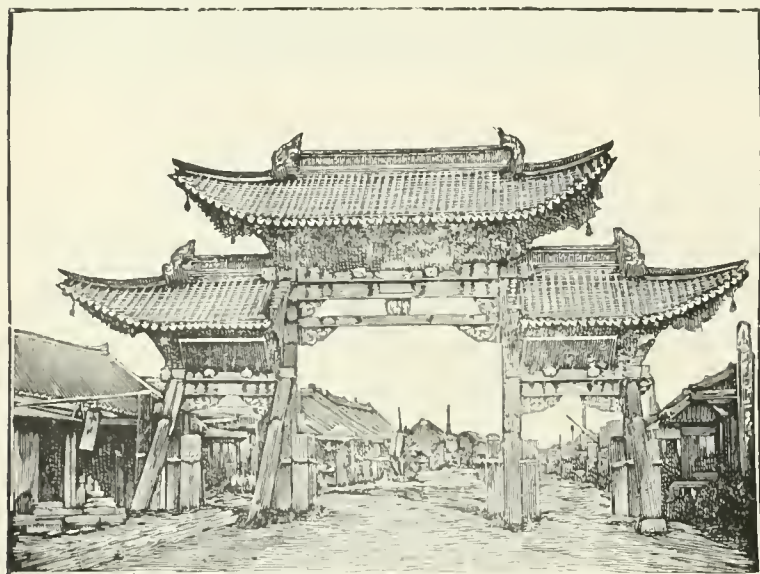
TAPEI SHAN, KIRIN



VILLAGE ON THE SUNGARI RIVER

the Sungari, and where the railroad from east to west meets the line coming from the south. It is a Russian city, under control of the Russian railway

by railway through the Fengtien ports of Dairen and Newchwang.



SANHSING

company. Harbin has railway commerce with Siberia, Europe and other parts of Manchuria, and steamer commerce with ports on the Sungari and Amur.

The Changpai Shan (長白山) and the Tiumen River separate Korea from Kirin.

Kirin City, the provincial capital, is on the upper Sungari River, in a district rich with timber. Furs, tobacco and wooden ships are important products.

Petuna (伯都納) is a trading town near the meeting place of the Nonni (嫩江) and Sungari Rivers.

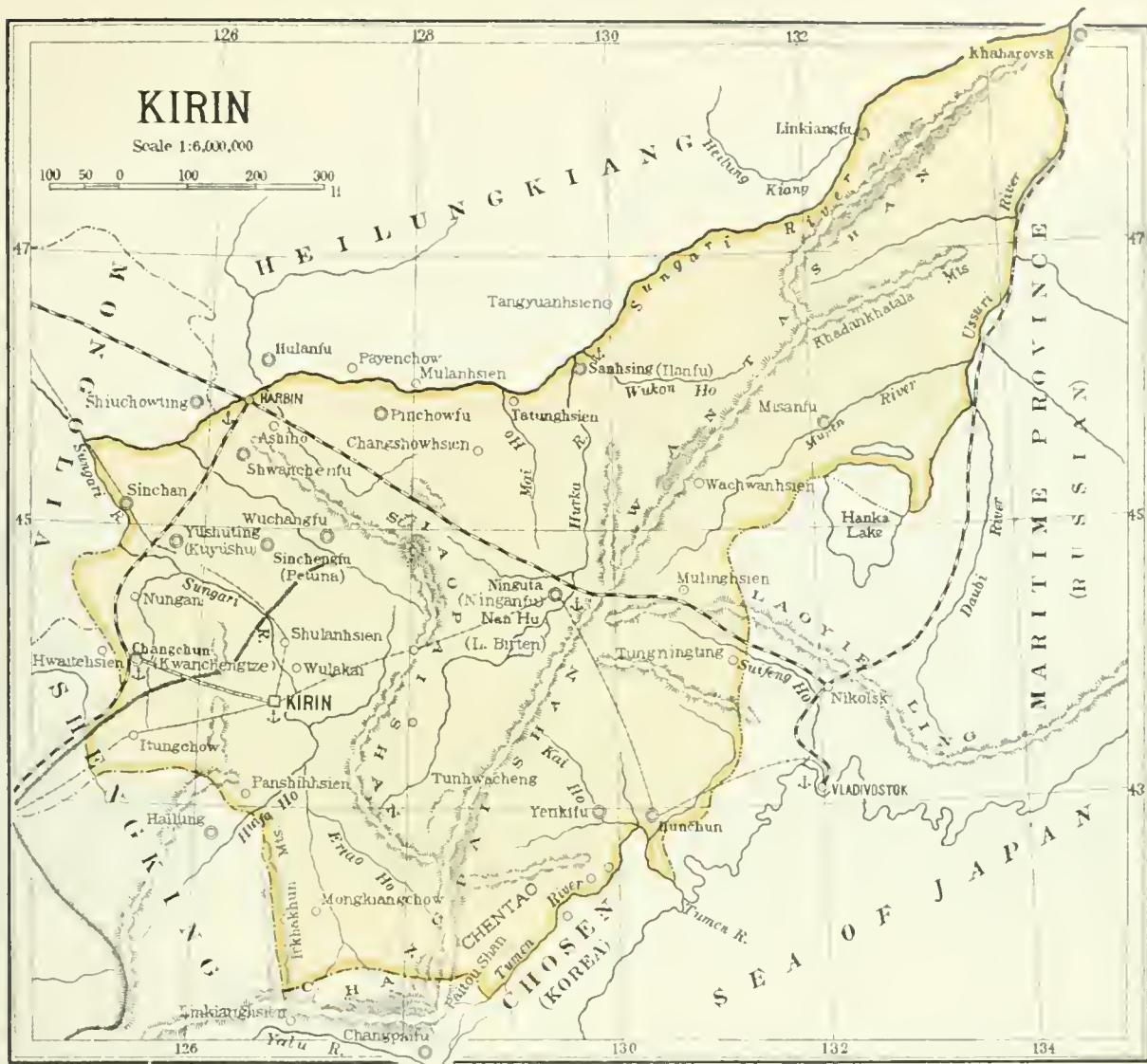
Suifenho (綏芬河), where the railway crosses the eastern frontier to Vladivostok (海參崴), is the gate between Kirin and the Russian Maritime Province. Ninguta (寧古塔), where the fish-skin Tartars live, is in this part of the province.

Hunchun (琿春) is on the border between Siberia, Korea and Kirin.

Sanhsing (三姓), near the Sungari, is a fishing and trading town.

By treaty, Harbin, Kwanchengtze, Kirin, Ninguta, Hunchun and Sanhsing are open to foreign trade.

Kirin has great forest and mineral wealth.



PUBLIC GARDEN, KIRIN



THE "GREAT NORTH HILL," KIRIN



THE DRAGON POOL MOUNTAIN, KIRIN



MANCHURIAN SOLDIERS IN HEILONGKIANG



THE SUNGARI RIVER



ALONG THE USSURI RAILWAY

HEILUNGKIANG (黑龍江)

Area 203,000 square miles

Population 1,500,000

CAPITAL, TSITSIHAR (齊齊哈爾)

Heilungkiang takes its name from the Amur River which forms its northern and eastern boundary. The province has other good rivers, such as the Sungari, Nonni, Khailar (海喇爾河) and Argun (亞爾古納河). These fertile river valleys are suitable for the production of wheat. The Sungari Valley is now a fruitful producer of wheat, which is made into flour in the mills of Harbin. While this land near the Kirin border is cultivated, most of the province lies waste.

Like Mongolia, Heilungkiang raises many animals, as the horse, donkey, cow, sheep and pig.

Tsitsihar, the capital, is on the Nonni River, about twenty miles from the railway. It has a large trade with eastern Mongolia in animals and animal products.

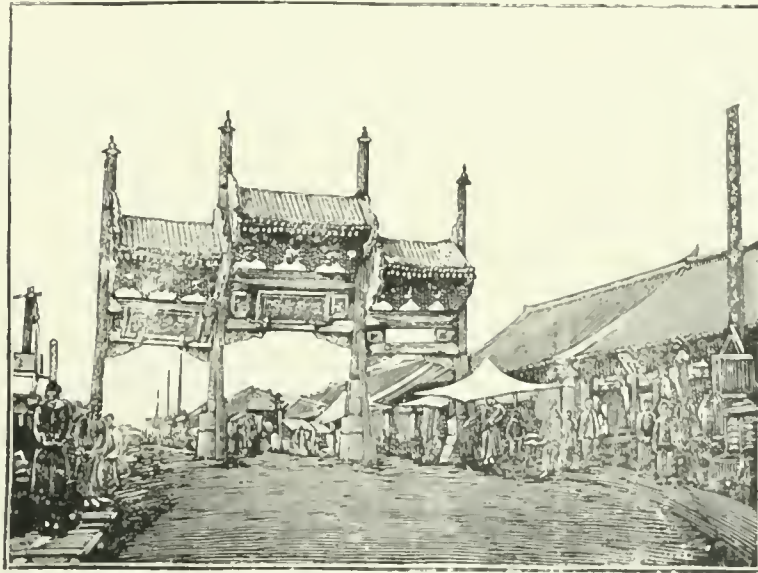
Khailar, near the western gate of Heilungkiang, is built where the railway meets the Khailar River. Many Mongols come to Khailar every fifth moon for religious and commercial purposes.

Aigun (愛琿), or *Heilungkiang City*, is on the Amur River (黑龍江).

Manchuli (滿洲里) is a customs station where the railway crosses the frontier.

The proposed plan for a Chinese railway from Aigun to Tsitsihar and from Tsitsihar across eastern Mongolia to Chinchow (錦州府) in Fengtien would do great service to China.

The Government has agreed to open to foreign trade the four cities of Tsitsihar, Aigun, Khailar and Manchuli.



MAIN STREET, HULANER

MONGOLIA (蒙古)

Area 1,367,000 square miles

Population 2,600,000

CAPITAL, URGU (烏爾戛, 即庫倫)

Mongolia, for the most part, consists of a high plain, with fertile *pasture land* in some places and barren wastes in others. This broad upland region is almost as large as the Eighteen Provinces, but is lacking in people.

The people of Mongolia are mostly shepherds and hunters. They are fond of animal-raising but do not care for farming. The Mongols are fine riders. They do not generally live in cities but move from place to place with their flocks and herds. Their tribes are governed by Mongol chiefs, who are advised and controlled by Chinese military officials.

In earlier times, people from north of the Great Wall often disturbed the peace of the world. Sometimes they invaded the Empire as did the followers of the Kin and Yuan Dynasties. Sometimes Mongol tribes turned west and ravaged Western Asia and parts of Europe.

Though many provinces are now crowded with people, the Empire has room for many millions more.

soil is good and the settlers are prosperous. It is good for the Empire that the farms of the Chinese are taking the place of the pastures of the Mongols.

The Government has been aiding the progress of Mongolia, by

1. Giving honours to the Mongolian princes,
2. Opening schools for Mongolian children,
3. Helping Chinese farmers to build homes in Mongolia,
4. Building a good railway to the border of the Mongolian plain.

The rivers of Mongolia flow in different directions. In the

south, the plain is drained by the Hwang Ho and its tributaries; in the east the rivers join those of Fengtien and Chihli; the northeastern rivers are parts of the Amur system; but in the west and southwest the rivers flow to inland basins.

Eastern Mongolia is a fertile plain, much like the nearby country across the border of the Three Eastern Provinces.

Not far north of the Great Wall, Inner Mongolia has well-watered grass lands, suitable for *stock-raising* and farming.

The great desert of Shamo or Gobi (戈壁) stretches a long distance east and west, and separates Inner Mongolia from Outer Mongolia.

The Altai Mountains cross northwestern Mongolia. In the fertile valleys of this range, many tribes feed their cattle.

The Great Wall was built to protect China from the wild tribes of Mongolia. It is one of the most famous structures in the world. For many thousands of miles, it runs over mountains and across valleys, between the northern provinces and Mongolia.

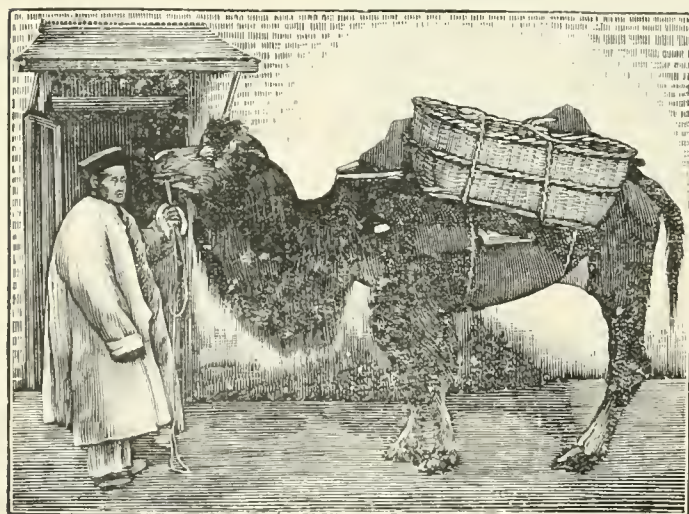
The Mongols are zealous Buddhists. There are some very large Buddhist monasteries, the homes of many thousands of monks.

Kulun (庫倫) or Urga (烏爾戛) is a sacred city and the residence of a living Buddha. Many monks and traders live here.

Kobdo (科布多) and Uliassutai (烏里雅蘇台) are administrative centres in the northwest of Outer Mongolia.



CAMEL CART, MONGOLIA



CAMEL CARRYING LOAD.

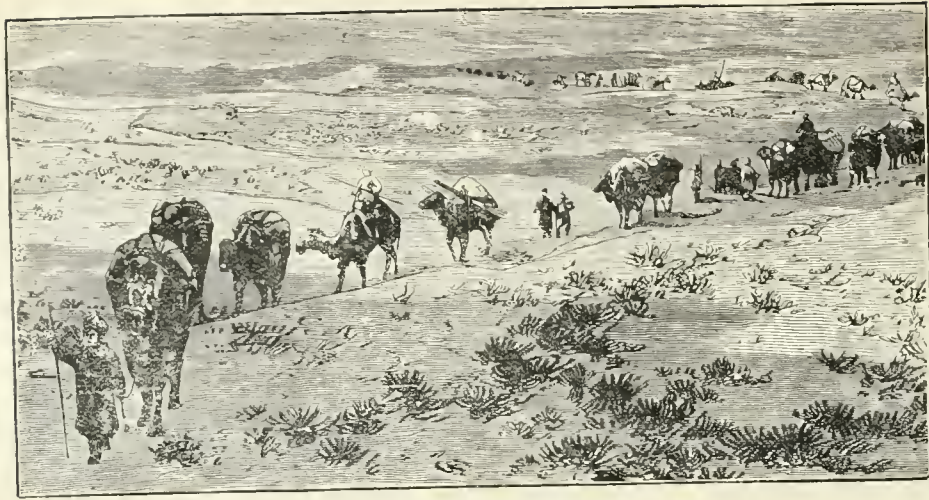
The plains of Mongolia are wide enough to furnish homes for great numbers of people. Large areas are fertile and other districts that are now *arid* may be made fertile by scientific methods of irrigation. Chinese people are every year settling and making farms on the border between Mongolia and Northern China. The



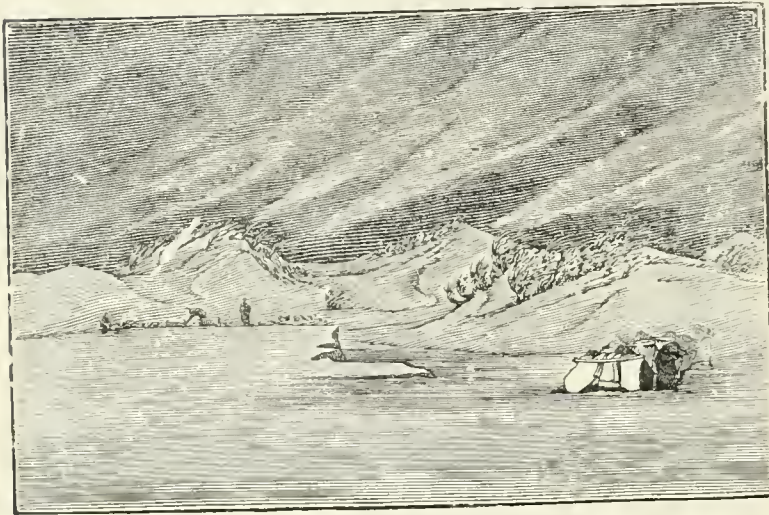
Mongols



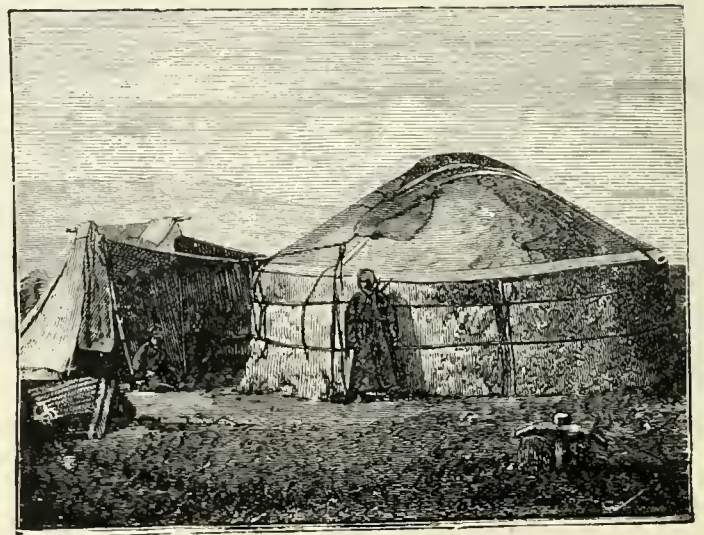
Gobi Desert



CROSSING THE GOBI DESERT



SAND STORM ON GOBI DESERT



A MONGOLIAN TENT

Maimachin (買賣城), a market town on the *overland route* to Europe, is on the Siberian frontier just

and it is proposed to extend it across Inner Mongolia to Kweihwating. Such a railway would not only help to develop Mongolia, but would bring it closer to the capital.



THE GREAT WALL NEAR KALGAN

opposite the Russian town of Kiakhta (哈克圖). The trade is chiefly in brick tea and medicine.

Wool is the chief product of Mongolia. Mongolia is better supplied with animals than any other part of the Empire. Every year, Mongolia exports millions of sheep and thousands of camels, horses and cattle. Hides and furs are other important animal products.

The great gates between the Eighteen Provinces and Mongolia are at Changkiakow (Kalgan) in Chihli and Kweihwating in Shansi. These market towns by the Great Wall are centres for Mongolian trade. The railway now runs from Peking to Changkiakow (Kalgan).

For centuries, a great road has run from Peking northwest through Mongolia, by way of Changkiakow (Kalgan) and Urga to Maimachin and Kiakhta. By this caravan route, Chinese tea was formerly sent overland to Europe. A railway along this old road would be good for the development of Mongolia.

Eastern Mongolia trades with Manchuria through Tsitsihar in Heilungkiang, Kwanchengtze in Kirin and Pakumen in Fengtien. It has been proposed to extend the Imperial Chinese Railways toward these points. These lines would develop Chinese *resources* for Chinese benefit. The line from Chinchow to Tsitsihar would cross Eastern Mongolia, and make it a richer part of the Empire.



FLOCK OF SHEEP GRAZING

SINKIANG (新疆省)

Area 550,000 square miles

Population 1,200,000

CAPITAL, TIHHWAFU (迪化府) OR URUMCHI (烏魯木齊)

Sinkiang, or the "New Dominion," forms the nineteenth province of the Empire. It is sometimes called "Chinese Turkestan."

The larger part of Sinkiang is taken up by the basin of the Tarim River (塔里木河), between the Kuenlun (崑崙) and Tien Shan Ranges. Places near the river can be cultivated, places not near it are barren. The rivers do not reach the sea but flow into inland salt lakes.

Centuries ago much of the province was fertile, but shifting sand has covered the plains and made them desert. Like Mongolia, Sinkiang could be greatly improved by irrigation.

Sinkiang suffered much from the Mohammedan rebellion, which destroyed many of the people and much

府) in the northwest, and Kashgar (疏勒府) and Yarkand (莎車府) in the southwest.

Ili is a fruitful valley on the western frontier. The Russians occupied it during the Mohammedan rebellion, but restored most of it a few years later. Its rivers flow to salt lakes in Russian Central Asia.

Ilifu, the most important town, is on the bank of Ili lake. Its district has forests, pastures and fruit orchards. Some metals are mined and refined near the city.

Kashgar (Sulifu 疏勒府) has caravan trade with Russia. The country round is very rich.

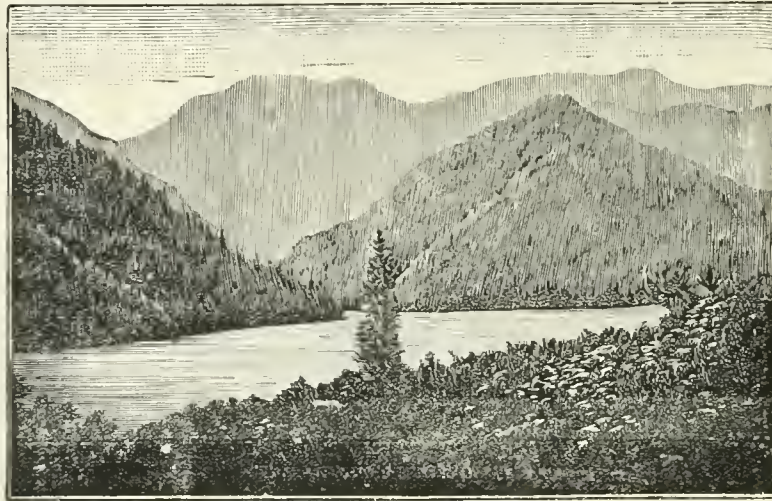
Yarkand (Sachofu 莎車府) is a market town where merchants come from India (印度), Persia (波斯), Afghanistan (阿富汗) and Russia.

Tihwafu or Urumchi is a rich city, where the governor and *treasurer* reside.

Khotan (和闐), on the road to Tibet, is famous for its sand-buried ruins.

Hami (哈密) is a small but strong city. There is a great ditch for irrigation.

Turfan (土魯番) is a military centre.



A LAKE IN TIEN SHAN



VIEW OF THE KUENLUN MOUNTAINS

of the wealth. The rebellion was suppressed by Tso Tsung-tang, who fought bravely and governed wisely.

The people of Sinkiang are of three types—Chinese who follow Chinese customs, Mongols who are Buddhists, and the people in the south and west who are Mohammedan in religion and custom.

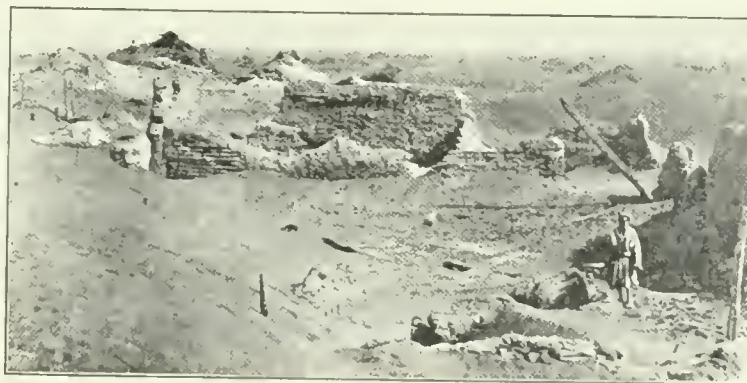
In the greater part of Sinkiang, agriculture does not flourish because of lack of rain.

Sinkiang produces cotton, wild silk, carpets, grapes, and horses.

The western parts of Sinkiang are by far the most fertile. The richest districts are those near Ilifu (伊犁)



TYPES OF CARAVAN MEN



RUINS, KHOTAN



MOUNTAIN PEAKS, SINKIANG



TRAVELING IN THE TAKLAMAKAN DESERT



THE MARKET-PLACE, KASHGAR



THE VALLEY OF THE YARKAND RIVER



STREET SCENE IN KASHGAR

Sinkiang is connected with China by a great road from Kansu which passes Liangchowfu, Kanchow, Suchow, Ansichow 安西州 and Hami. One branch,

Russian Turkestan, if railways, irrigation and settlers would come.



TYPES OF YARKANDI WOMEN

the Great North Road, runs to Tihwafu (Urumchi) and on to Hifu. Another branch, the Great South Road, leads to Yarkand and Kashgar. Both of these roads are caravan routes. Another road goes from Ansichow to Khotan and Yarkand. On this road were formerly fertile districts and prosperous cities, but the sand has made the desert larger and the fertile places very small. Explorers find that the sand has buried ancient cities. As the province is 1,100 miles broad, it takes many months to travel from China to its more important cities.

Sinkiang has 3,500 miles of *telegraph* and not one mile of railway. The Russians have developed their land in Central Asia by building railways, digging irrigation canals and sending in many settlers. Chinese Turkestan would be as rich as



CROSSING THE FROZEN YARKAND RIVER

Sinkiang was the only one of the twenty-two provinces not to have a provincial assembly. The people and customs for the most part being quite different from



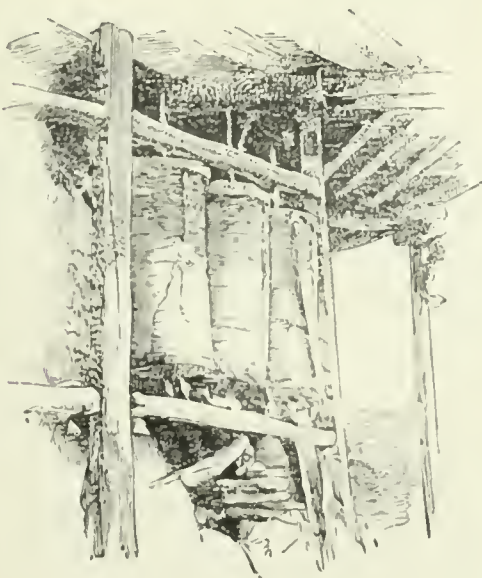
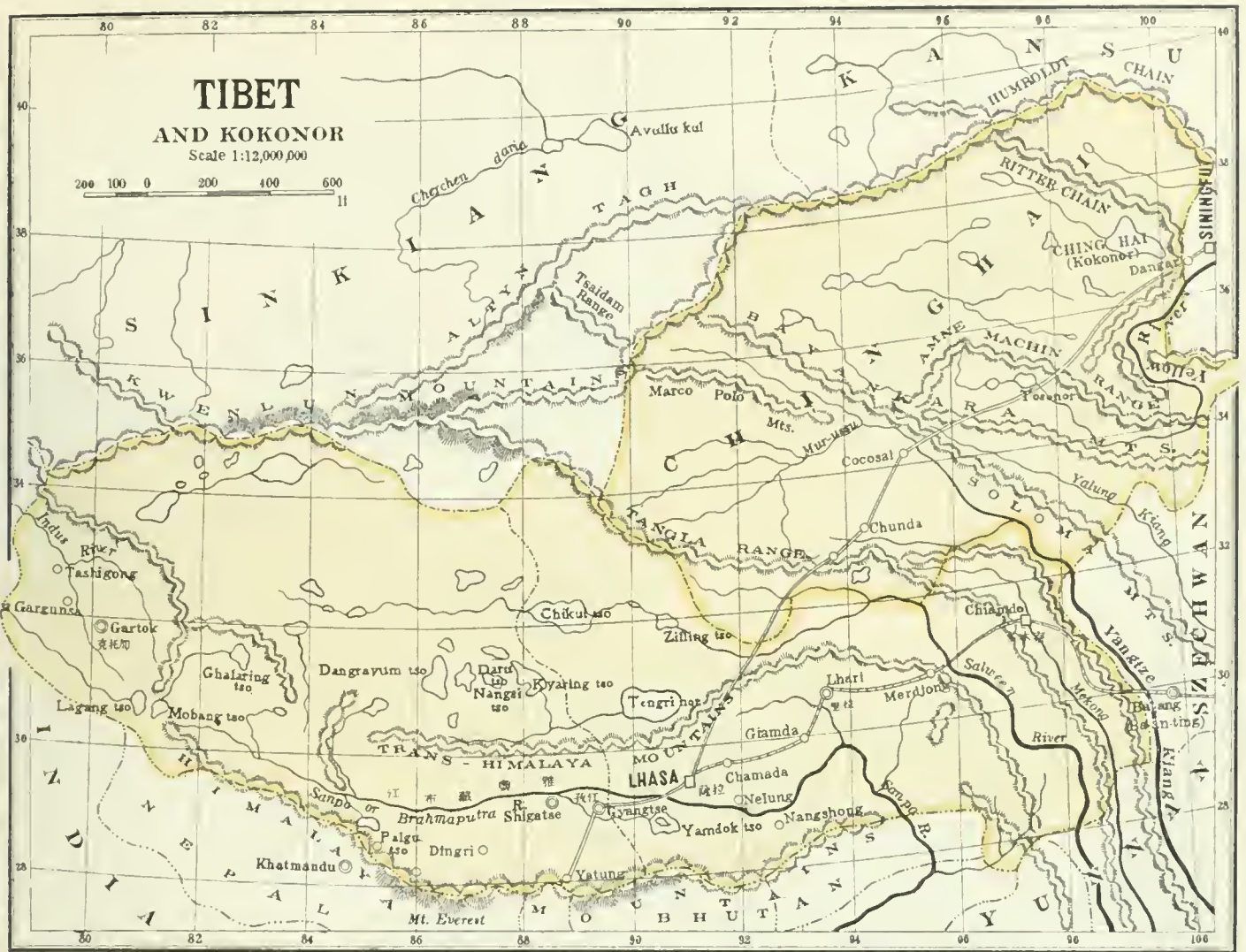
STREET SCENE IN YARKAND

those of China, it was thought best not to try the new system of government there.

The great needs of Sinkiang are a strong military system to protect it from danger, water and irrigation to *reclaim* barren places, and improved roads and railways to make it more truly a part of the Empire.



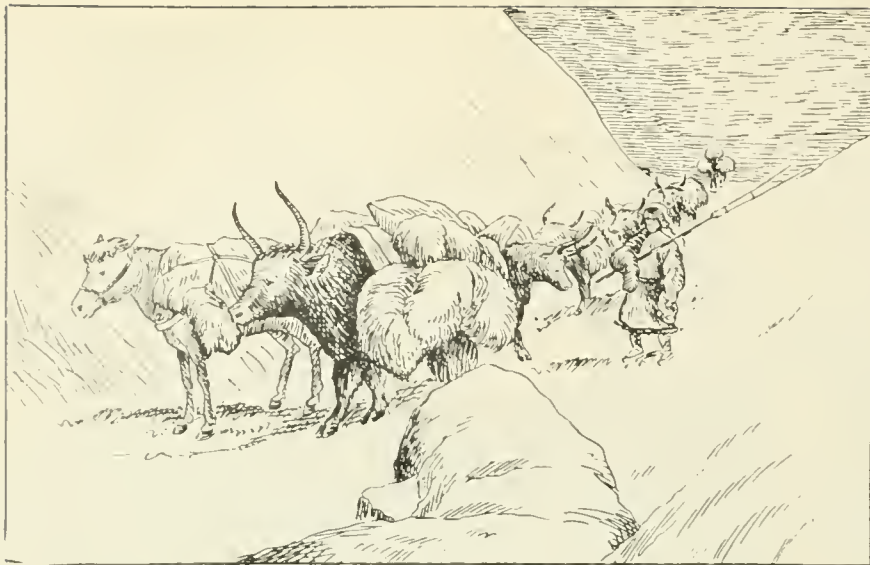
ON THE TARIM



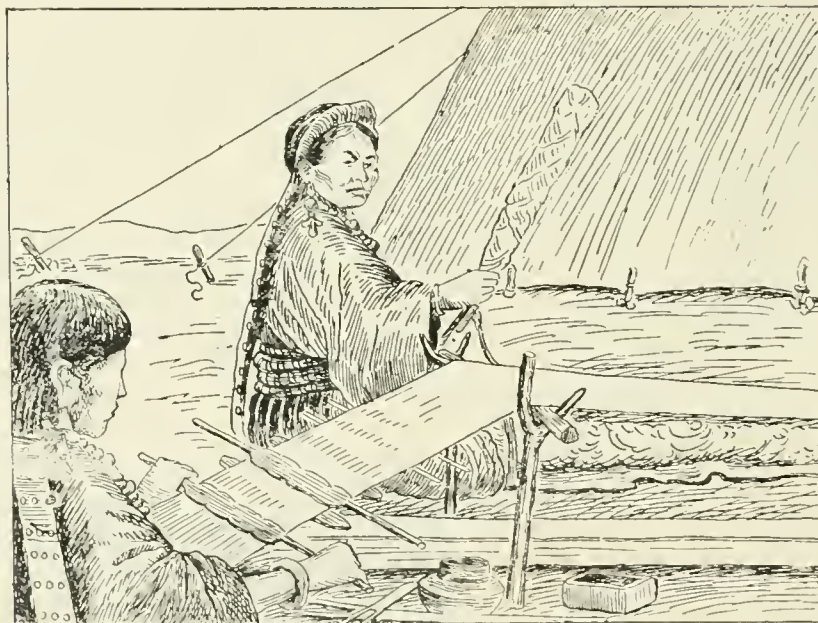
TIBETAN PRAYER MILL



INTERIOR OF TEMPLE, LHASA



SHIPPING WOOL OUT OF TIBET

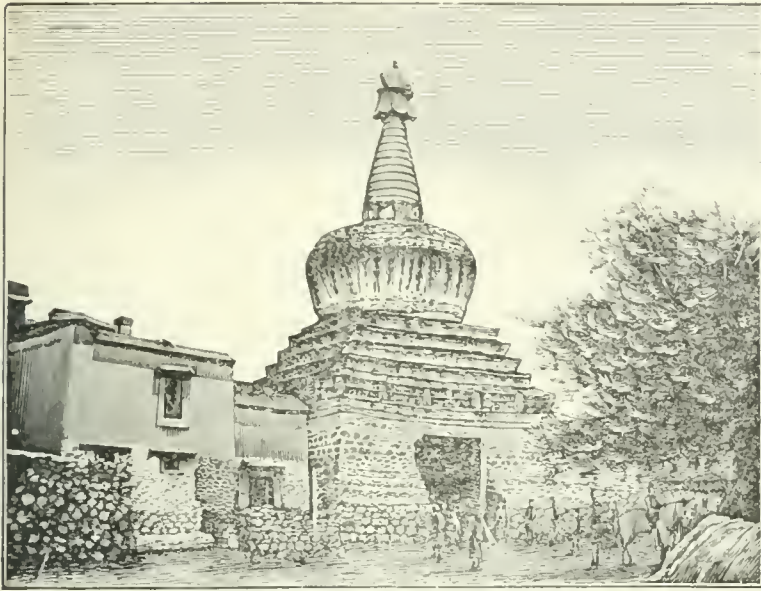


TIBETAN WOMEN WEAVING



TIBETAN WOMEN CLEANING WOOL

unfavourable climate. There are many monks but not many farmers. Animal raising is the principal industry.



WEST GATE, LHASA

Of Tibetan animals, the *yak* is most important. It is a strong beast of burden. Tibet has also mountain ponies and sheep. The chief product is wool.

Lhasa, the capital, is the seat of the Chinese *Resident*, and, at usual times, of the *Dalai Lama* (達賴喇嘛). There is a great building for the priests which is called the Potala. Lhasa is a city of priests, and is visited by great numbers of pilgrims.

Shigatse (日喀則), or Tashi-Lumpo, is the residence of the good *Tashi Lama*. Like Lhasa it is a sacred city, to which many pilgrims go.

By treaty, three Tibetan towns are open to foreign traders. Their trade is with India. These are Gyangtse (江孜), Gartok (加托克), and Yatung (亞東), all in southern Tibet. Gyangtse is the

most important market town in Tibet. The British have a *trade agent* here to take care of the interests of Indian traders. Gartok is a trading town where fairs are held. Yatung is a lovely village at the gateway between India and Tibet.

The great roads from China to Tibet are two in number. The better one enters from Szechwan, passing the border towns of Yachowfu (雅州府), Tatsienlu (打箭鎮), Litang (裏塘) and Batang (巴塘), and goes across Tibet to Lhasa. A more northern road starts from Kansu, and passing Siningfu crosses Ching Hai to Lhasa.

The Tibetan people are good-natured but unprogressive. They have many unpleasant customs, quite different from those of China or other countries. Their life, government, family system and burial have many curious features.

The *Imperial Government* has for the most part allowed the Tibetan *domestic affairs* to be managed by Tibetans, but the military and *diplomatic* matters must be decided by the Chinese Resident.



ON THE GREAT BRICK TEA ROAD
EARS OF CORN DRYING UNDER THE EAVES OF HOUSES



ROAD BETWEEN TIBET AND INDIA

The Tibetan state has a priestly *organization*, the two heads of which are the Tashi Lama and the Dalai Lama. The Tashi Lama controls religious affairs, the Dalai Lama deals with worldly affairs. The Tashi Lama is a good man of fine character. But the bad actions of the Dalai Lama have caused much trouble. His dealings with the Russians caused the English to invade Tibet. Afterward he travelled in Mongolia and North China, claiming rights he ought not to have. When he returned to Tibet, he acted so improperly that the Chinese Resident had to take away his power.

In the reign of Kien-lung 乾隆 (1736-1796) China drove out Mongolian and Indian invaders, and made her control stronger. In the fighting at that time, Chinese soldiers crossed the mountains and burned the capital of the bravest people in India.

RESOURCES

Vegetable Resources. China is the largest agricultural country. The plain of Eastern China is the most fertile and densely-peopled portion of the world.

The most important food products are *cereals*. The plains of the central and southern provinces produce



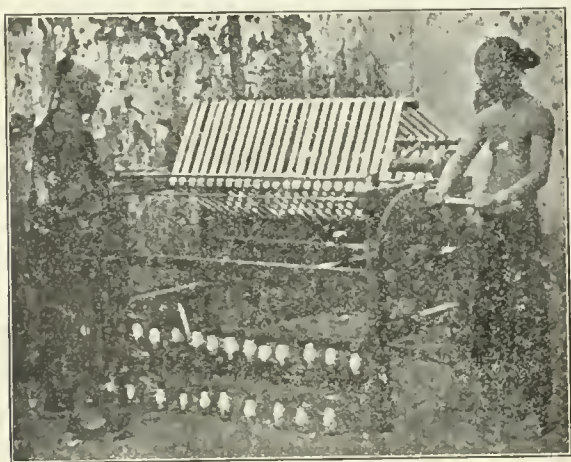
SILK REELING

great quantities of rice. Those of the northern provinces and Manchuria have many wheat fields.

The *mulberry leaf* is the food of the silkworm, so the mulberry tree is cultivated in many parts of the Empire.

China is the home of the tea plant, and the *terraced* hills of the central and eastern provinces grow the finest quality of tea.

A great official, Sir Robert Hart, has said that Chinese people are fortunate because they have the best food in



REELING SILK

the world, rice; the best drink in the world, tea; and the best clothing in the world, silk.

China is a great producer of cotton, but not a great cotton manufacturer. Her people raise cotton, and dress in cotton cloth. With industrial improvement, China will weave more of her own cotton into cloth for her

people. Chinese cotton is principally produced in the moist river valleys.

China produces a great deal of tobacco, but not enough for the needs of her smokers. The best quality comes from Kansu, but the largest quantity from the Yangtse Valley.

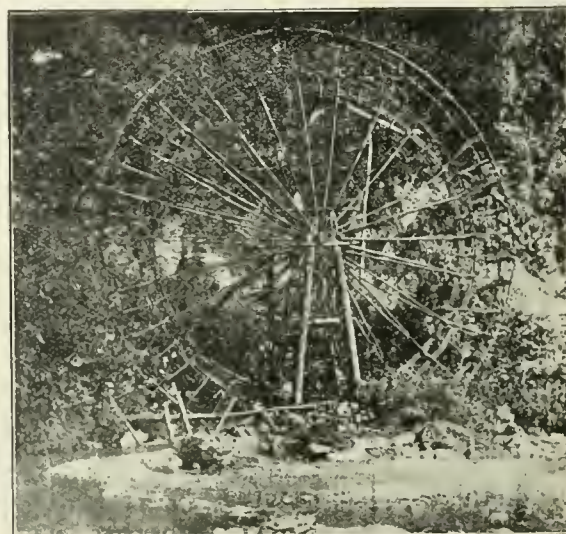
Of vegetable products, China to-day stands most in need of timber. Some provinces like Fukien and Shengking still have much forest wealth. But, in many provinces, the great forests of former times have been cut down. As a result, the flow of rivers has been



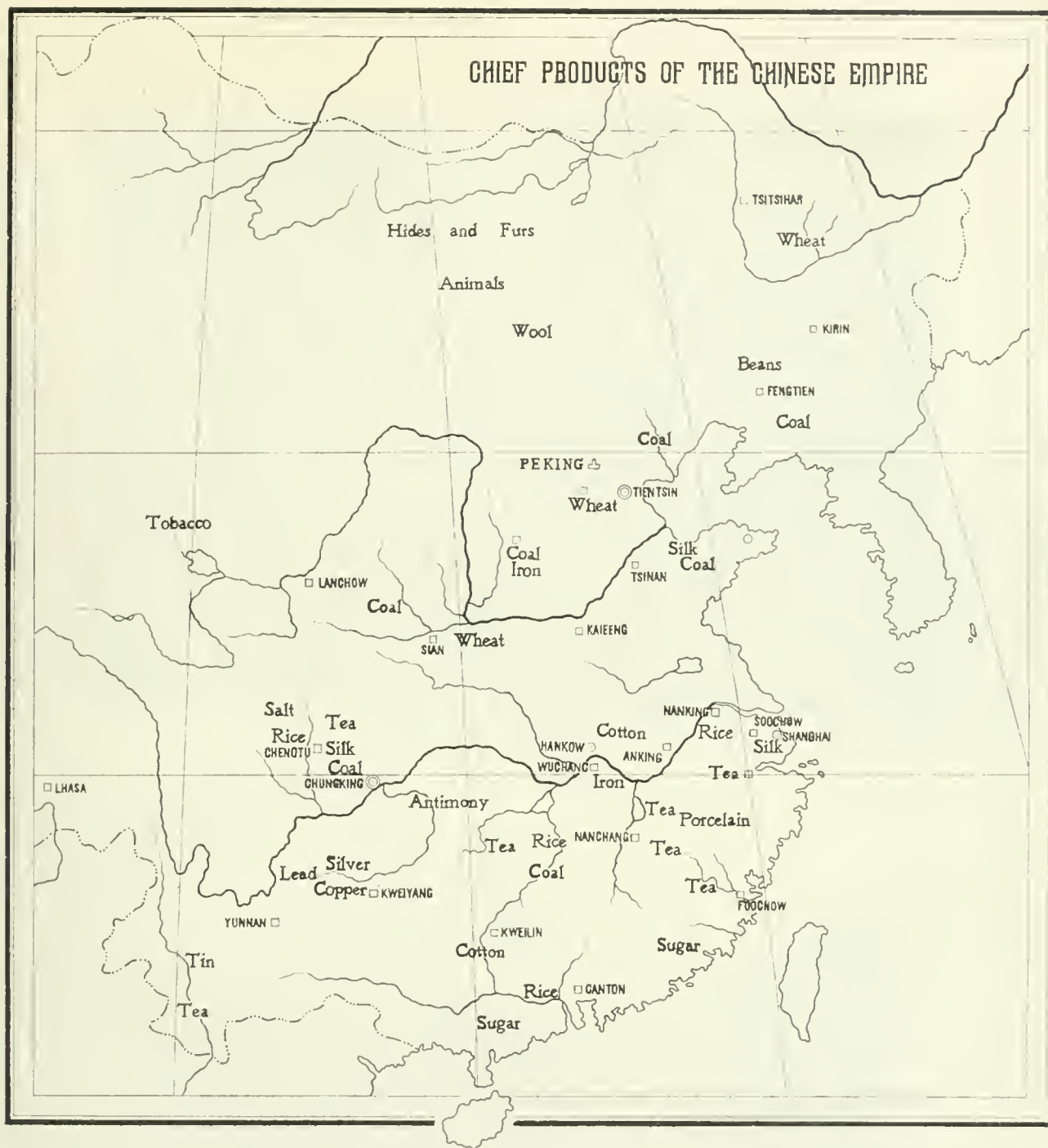
GRINDING MILLET SEED

irregular, and the soil from the mountains has been washed away, leaving bare rocks. If the forests had been preserved, rivers would not cause so much damage by flood at one season and little water at another. North China has suffered most from loss of trees.

Chinese people are very careful farmers. Their irrigation systems are well-planned and their fields are well cared for. The products of the farms are good both



IRRIGATION WATERWHEEL



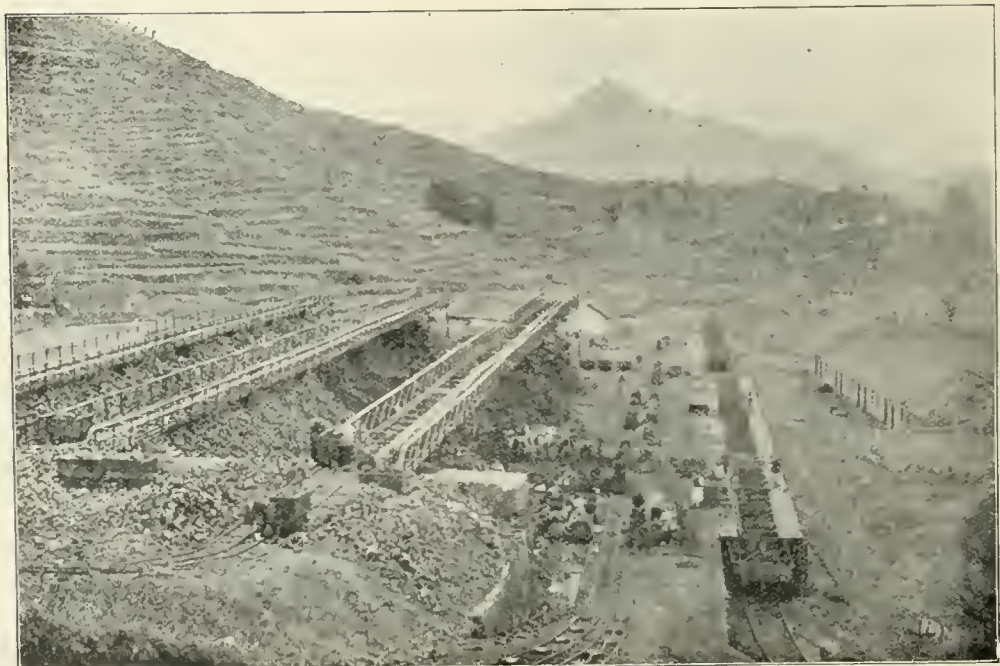
PLANTING RICE



PEACH TREES IN BLOSSOM, MANCHURIA

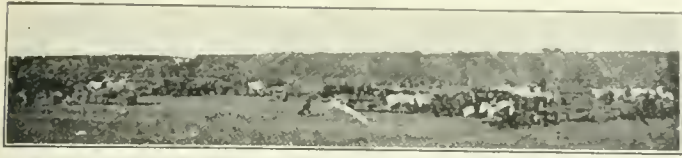


BAMBOO GROVE



TAYEH IRON MINE

in quality and quantity. But both quality and quantity might be improved by the use of modern scientific



PILES OF BEANS AWAITING SHIPMENT AT CHANGCHUN

methods. The new schools of agriculture ought to have good results in teaching men how to cultivate with greater advantage.

Though Chinese farms are tilled like gardens by many diligent Chinese farmers, still the country cannot grow all the food it needs. This is because some of the provinces have too many farmers, while other parts of the Empire have few. The Three Eastern Provinces and Mongolia would have great agricultural wealth if they had plenty of Chinese farmers to cultivate their open lands.

The bamboo grows in all the warmer provinces and can be used for almost every purpose. Furniture,



MAKING SUGAR FROM SUGAR CANE

paper, food, tools, parts of ships, are some of the many bamboo products.

The beans of Fengtien and Hupeh are an important commercial product.

Formerly, China was a great producer of opium, but the strict measures of the Government have forced the farmers to stop cultivating it. A smaller supply of opium means a larger supply of rice, as the farmers are now planting rice instead of *poppies*.

Strawbraid from the northern provinces is an important product for the export trade.

Sugar cane is grown in *South China*. It is proposed to grow *sugar beets* in Chihli.

The south coast provinces produce delicious fruit. Fine lichees, pineapples, oranges and other varieties of fruit are plentiful.

Rape-seed and *sesamum seeds* are used and exported.

Seaweed and sea plants useful for food are found along the coast.

Animal Resources. The most useful of China's animals is the silkworm. It thrives in many parts of the Empire.

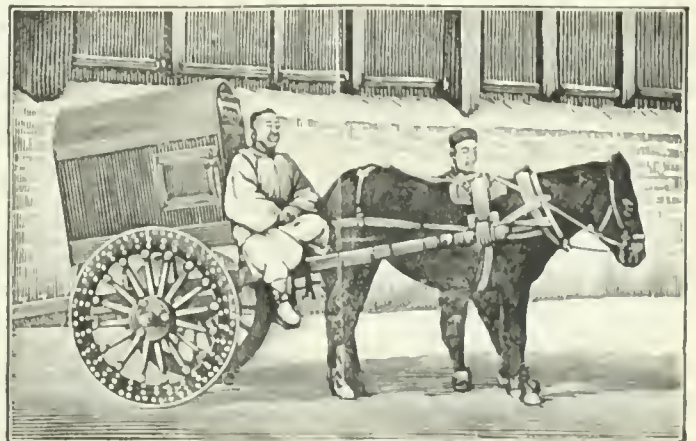
Some parts of China are so poor in work animals that men must do work which could more properly be



FIELDS OF OPIUM POPPIES IN FLOWER

done by beasts of burden. Other parts, such as Mongolia, might easily supply the Empire with all the horses and cattle needed. Wider roads in the country districts and cities would allow animals to draw loads in the central provinces as they do in the North. In the great plains, food for men is so needed that there is little room for raising food for animals. So in places where there are many men we find few animals, while in Mongolia, where men are few, animals are many.

Different beasts of burden are used in different parts of the Empire. In Mongolia and parts of the North, camels carry goods along caravan routes.



MULE-CART

Horses and donkeys are much used, especially in the mountainous regions. The buffalo is a great helper in agriculture in the central and southern plains. In Tibet, the yak is the most useful animal.



MULE LITTER OF THE NORTH

The rivers and coasts of China are filled with fishes good for food. Delicious *shell-fish* abound.

Great flocks of birds furnish work for hunters and meat for the people. *Domestic fowls* are plentiful.

In the more thinly-settled provinces and dependencies are many wild beasts, whose furs are an important product. In the North and on the Tibetan border are bears, wolves and foxes. There are some tigers and *panthers* in the southwest.

Mongolia and Eastern Tibet produce *musk* taken from the *musk deer*.

Wax insects are found in some parts of Szechwan.

In Mongolia are great herds of sheep, whose wool is the chief product of that dependency. Hides also are



SELLING FALCONS

exported. Fine hams are made from the flesh of Yunnan and Chekiang pigs. Pigs and *poultry* from the middle Yangtse Valley are being sold in Europe.

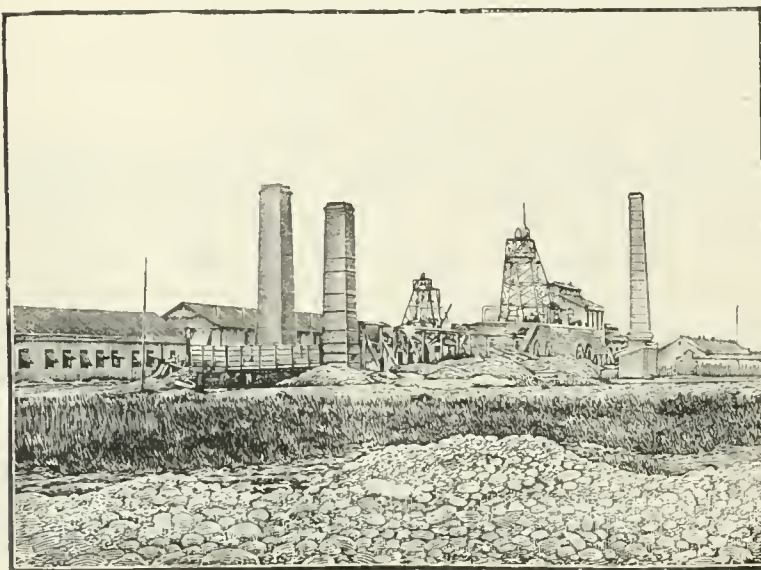
Mineral Resources. China is rich in mineral resources. When her mines are rightly developed, China will be one of the richest of countries. China has great quantities both of *precious metals* and *industrial metals*. China is especially rich in coal



ASSES AND SHEEP ON THE ROAD, SINKIANG

and iron, the two minerals most useful for manufactures. Both hard and soft coal are plentiful. The hard coal or *anthracite* is useful for factories; the soft or *bituminous coal* is good for heating and household uses. It is strange that China should buy coal from other countries while her own land has more than enough for her need. Some of the richest *coal-fields* in the world are in North China, especially in Shansi, Honan and Chihli. Great coal deposits are also found in the Three Eastern Provinces, in Shantung, in Szechwan, in Hunan, in Kiangsi, in Anhwei, and in the southwestern provinces.

China is also very rich in iron, most of which is found in Northern China, not far from the coal mines. In the western mountains, much iron lies waiting for miners. China's great *iron works* are at Hanyang in Hupeh, where iron ore may be brought from the North by *rail*, and from the West by water. At the Hanyang works, the ore is refined and made into *wrought iron* and steel, and the articles which are manufactured from them.



COAL MINE, CHIAO TSO, HONAN



HANYANG IRON WORKS AND ARSENAL

The mountains of Western China are known to contain stores of gold and silver, and those of Yunnan have precious stones as well. By the old, *crude* way of mining, only small profits might be gained, but by the use of modern, scientific and commercial methods, rich mining enterprises could develop China's mineral wealth.

The mineral wealth of the Empire is not fully known, but almost every useful mineral has been found in some part of Chinese territory. Copper, antimony, nickel, tin, lead, zinc and petroleum have been found in the interior and outlying provinces. The examination and study of the mineral resources of China is a work of great present need. A careful scientific

The salt industries in the coast provinces extract salt from sea water, but in inland regions, such as Mongolia and Szechwan, salt is taken from wells in the earth.



COAL MINES, CHANGKOW, HONAN



CHINESE MECHANICS AT WORK

survey of the Empire would be of great value in proving the sources of the wealth of China, and the possibility of future development.

The white clay found on the border between Kiangsi and Anhwei furnishes material for the famous porcelain manufactures of Kingtehchin. In many other parts of the Empire, clay suitable for making *earthenware* and pottery is found.

In many places, hills and mountains supply *granite* suitable for arches, bridges and great buildings.

The development of the varied resources of the Chinese provinces will lead to very important results. To use the words of a great thinker, "The coal and general mineral wealth of China with the vast and highly trained, frugal, and capable population, will, during the coming century, make China the industrial centre of the world, and the Pacific the chief theatre of commerce." *

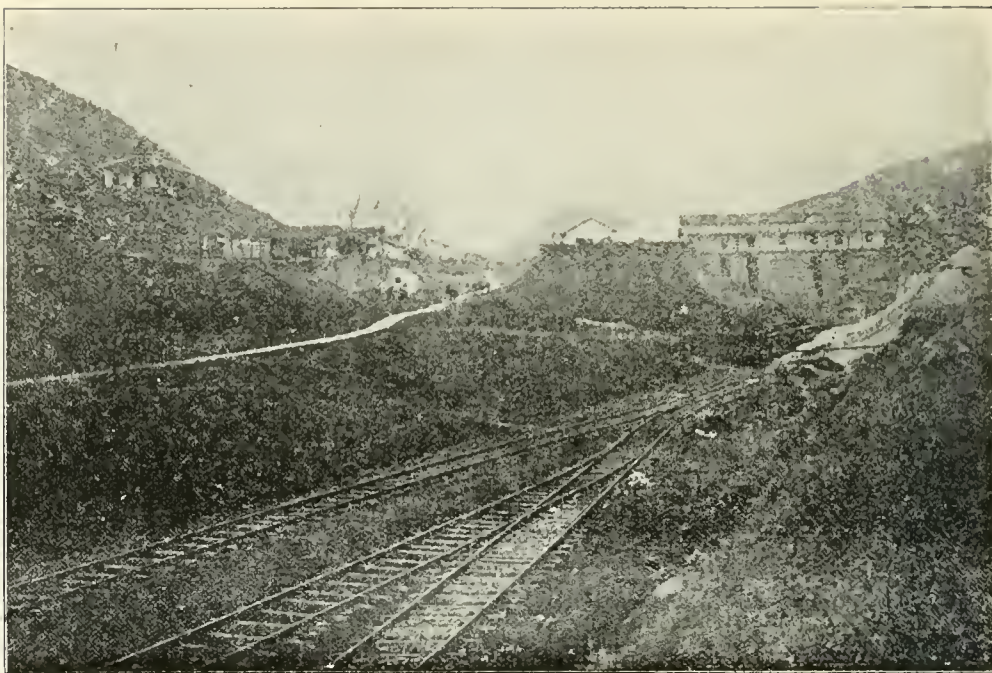
The minerals of China, if mined on a system by which the Government could share the profits of the companies, would bring in

* REINSCH. World Politics, page 111

enough money to pay all the debts of China. In order to open up this vast source of wealth, good mining laws are needed, which will protect the rights of merchants and miners as well as those of the Government. To make the mines pay, modern methods must be used, and railways must be built to carry the minerals from the mines to the markets. China needs many men skilled in engineering to develop her mines and build her railways, and help to make her stronger and richer. A number of able men are helping their country in this way now. China must guard her mineral rights and develop her great resources. China should not allow her resources to make others rich and herself poor, as has been the case in some mining districts, such as Nevada (內華達), Alaska (阿拉斯加), parts of South America (南美洲) and South Africa (南非洲).

Foreign mining interests in China at present are:

1. The Kaiping and Tangshan coal mines in northeastern Chihli, operated by the English Chinese Engineering and Mining Company;



IRON MINES, TAYEH, HUPUH

2. The Shansi and Honan coal and iron mines, operated by the English Peking Syndicate;
3. The Fushun (撫順) coal mines in Fengtien, operated by the Japanese Railway Company;
4. The coal mines near Harbin, operated by Russians;
5. The Shantung coal mines, operated by Germans;
6. The antimony mines in Hunan, operated by Germans.

HIGHWAYS OF COMMERCE

Several routes connect China with the rest of the world.

1. **The great sea route to Europe.**—English, German, French and Japanese *mail steamers* leave China for Europe every few days. They sail by way of



A TRANS-PACIFIC STEAMER

Shanghai, Hongkong, Singapore (新嘉坡), Colombo (可倫坡), Aden (亞丁), the Suez Canal (蘇彝士運河) and the Mediterranean Sea (地中海). It takes about four weeks for mail, and five weeks for freight to come this way from Northern Europe.

2. **The great land route to Europe.**—Twice a week mail trains by the Trans-Siberian Railway start



FLEET OF JUNKS ON THE YANGTZE

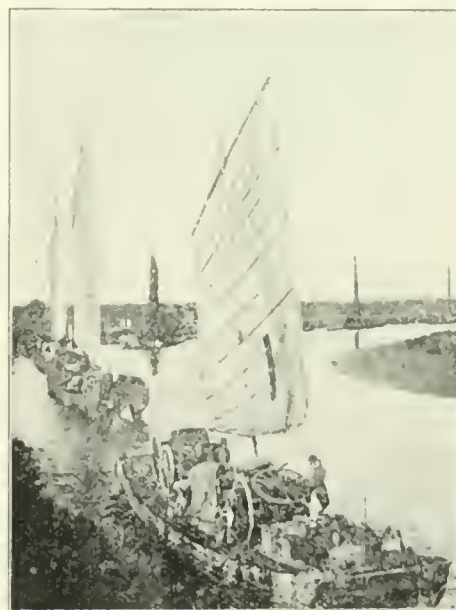
from Dairen, Vladivostok (海參崴) and Harbin. From Shanghai to Moscow (莫斯科) is twelve days; from Shanghai to London (倫敦), fourteen and a half. This is the quickest way to send letters to Europe, but it is too expensive for freight.

3. **The sea-route to Australia (澳大利亞).**—English, German and Japanese steamers take about twenty days from Hongkong to Sydney (悉尼).

4. **The sea-routes to America.**—English, American and Japanese steamers sail to North America across the Pacific (太平洋) by way of Japan. Ships from Shanghai to San Francisco (三佛蘭西斯科) by Honolulu (檀香山) take twenty-four days; those by the northern route several days less.

There are very important short trade routes from China to her near neighbours,—Japan, Korea, Eastern Siberia, Siam (暹羅), Indo-China and the Philippine Islands (菲律賓羣島).

Within China, most of the commerce is carried by the great water routes. Steamers sail up the Yangtze River to Ichang and up the Si Kiang to Wuchow. Steam launches *tow* trains of boats along many



JUNKS ON THE PEI HO

smaller rivers and canals. On the coast, steamers carry passengers and cargo from port to port.

Many steamers take part in the *home trade* of China. There are British, Japanese, German and French lines as well as Chinese companies. On river and coast under the Chinese flag sail the good ships of the *China Merchants' Steam Navigation Company* (輪船招商局). The China Merchants' steamers help the Government in many ways, (1) they carry tribute rice to North China, (2) in time of trouble they bring soldiers to points of danger, (3) they take officials to the posts where they are ordered. Careful navigation and good business management make this Company very successful.

In time to come, all trade between parts of China will probably be carried by Chinese ships, just as in France only French ships carry French goods from one French port to another. Schools of Navigation are being established where Chinese students may be trained to become officers of Chinese ships.

While steamers carry large cargoes at fast speed, much trade continues to go by the older sailing boats, the junks. Long voyages on coast and river are made by the expert sailors who man these freight-carrying boats. The important Chinese fisheries are all carried on by men in small boats.

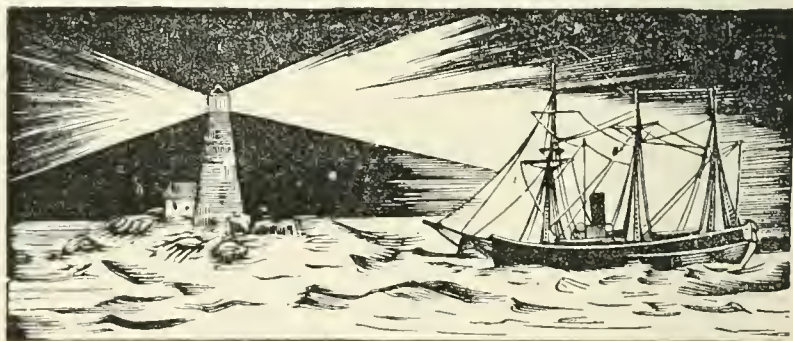


CANAL SCENE, SOOCHOW

In past times, Chinese engineers dug great canals to help commerce and irrigation. The chief of these is the Grand Canal, by which ships formerly sailed from Hangehow to Tientsin. To-day, launch-trains and junks sail on the Canal between important cities in Northern Chekiang and in Kiangsu, but in other provinces the Canal has become unfit for boat travel. If the engineers of the present will improve the Canal, and make it once more a great highway of commerce, they will do good service to the Empire.

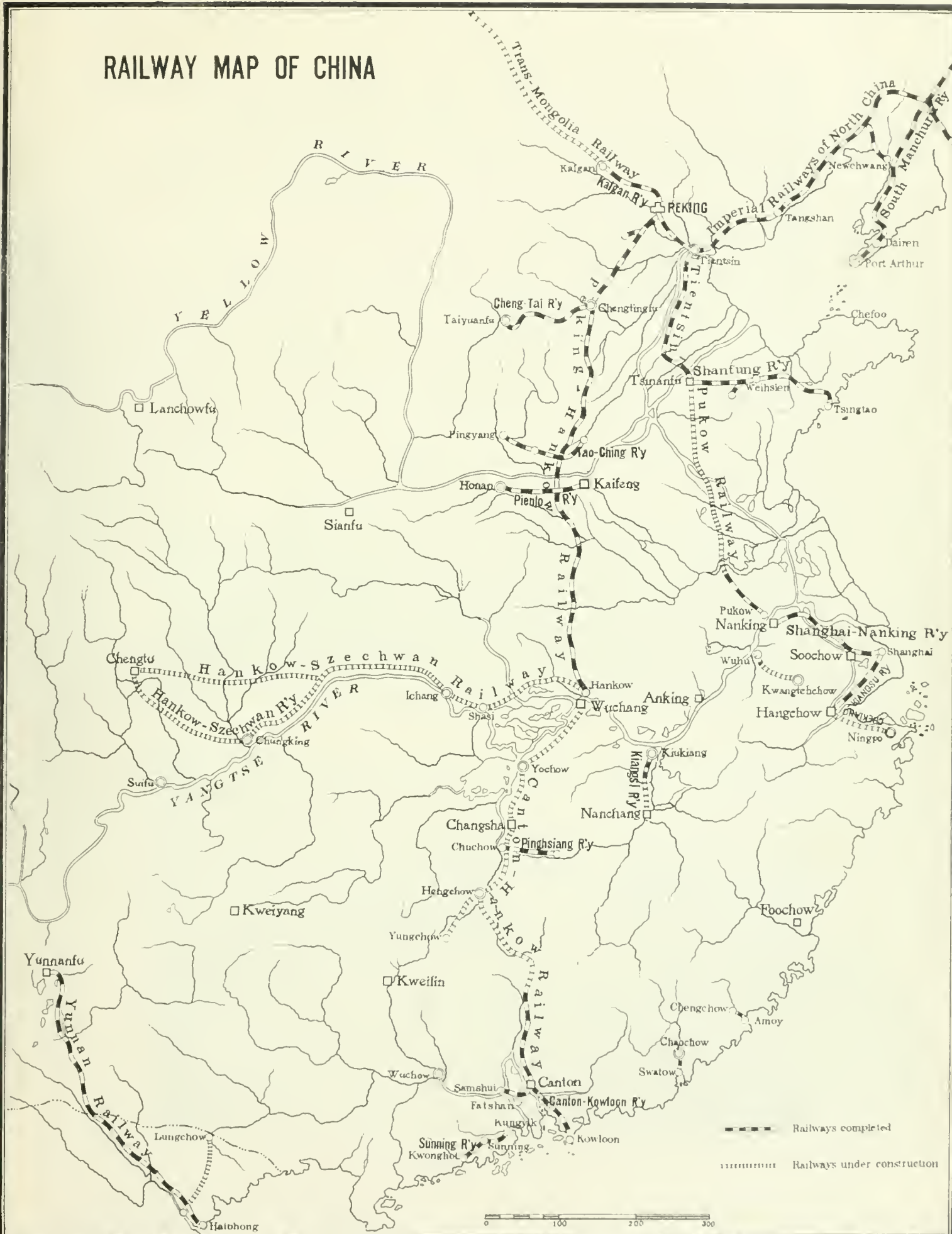
Different parts of China have long been connected by land and water routes which are not suited to China's rapidly-increasing commerce. In the present age of steam, railways are being built *to take the place of* the ancient roads between the provinces.

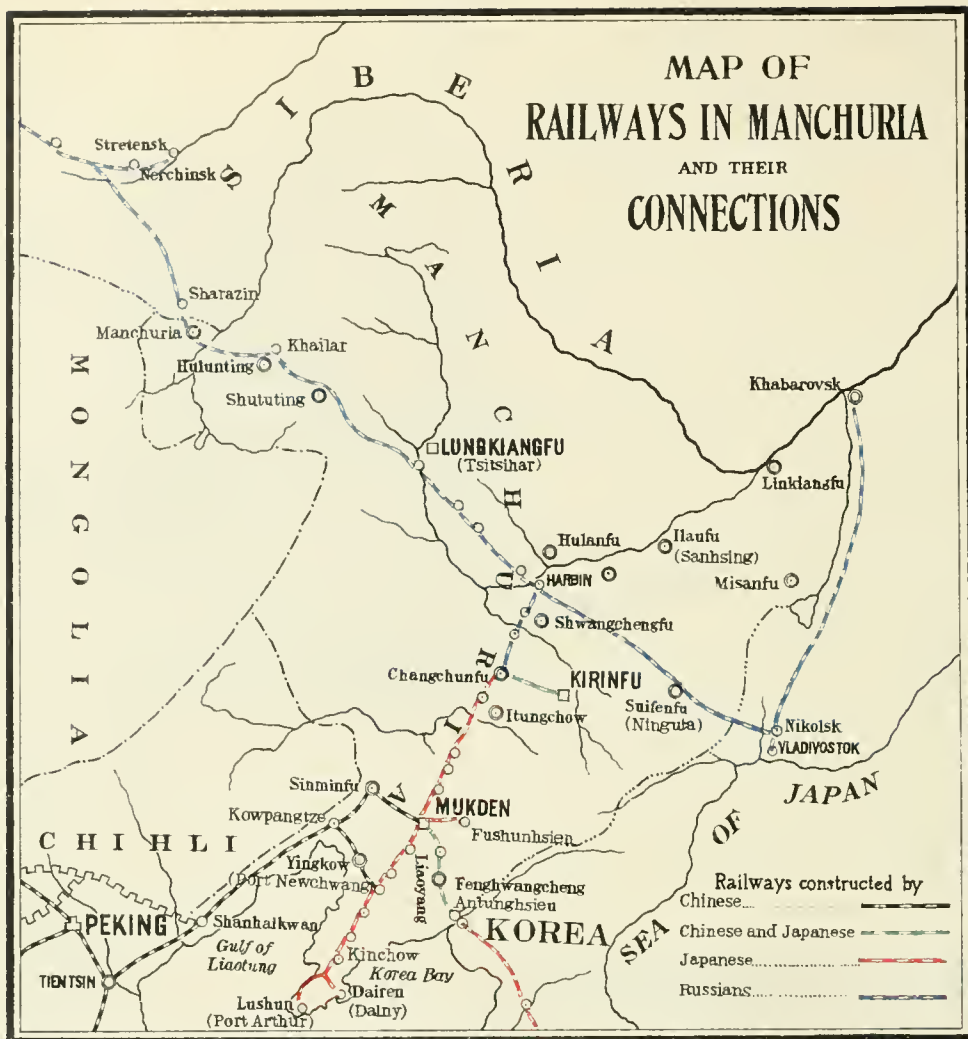
Communications.—China has an efficient post-office, which gives Chinese letter-writers the cheapest service in the world. Her telegraph lines extend to the most distant political cities in the Empire. Chinese rivers and coasts have many *light-houses* and *beacons* to make navigation safe. For the effective postal, lights and customs services, China may thank that great Englishman, Sir Robert Hart, who served the Empire faithfully for more than fifty years.



LIGHT-HOUSE

RAILWAY MAP OF CHINA





MANSHAN TUNNEL, HONAN, PEKING-HANKOW RAILWAY
(at the other end of this tunnel is the long railway bridge across the Yellow River.)

RAILWAYS

A great country like China, with broad provinces and masses of people, needs thousands of miles of railway to make her richer and stronger. In the second year of *Hsuan Tung* (宣統), there were only 4,000 miles of railway in the Empire. Railways make a country stronger:

1. By bringing the people nearer together,
2. By carrying troops quickly to points of danger,
3. By helping official orders to be carried out at once.

They make a country richer by carrying its products and people cheaply, quickly and safely. So at Peking the Government has established a special *Board of Communications* (the *Yuchuanpu*), which deals with railway affairs. Under wise ministers, this Board can do much to improve the railways and strengthen the nation.

The Manchurian Railways.—In the Three Eastern Provinces many misfortunes have come to the Empire, because control of the railways was not kept in Chinese hands. The Manchurian railway system was built by the Russians in the years 1897-1903. They were

allowed to build lines across Heilungkiang and Kirin from west to east, across Kirin and Fengtien from north to south, and to bring in armies of soldiers to guard the railway. After the war between Japan and Russia (1904-05), Japan gained control of the railway in Fengtien and Southern Kirin; Russia kept her lines in Heilungkiang and in most of Kirin.

The Russian Railways in Manchuria.—The Russian line from west to east is an extension of the Trans-Siberian Railway. It enters Heilungkiang at Manchuli (滿洲里), crosses the province, passing just south of Tsitsihar, meets the Sungari River at Harbin, runs across Kirin Province and at Suifenho (綏芬河) enters Russian territory again. From Harbin a branch of the railway runs south to Changchun (Kwangehengtze), where it connects with the Japanese line to Port Arthur (Lu-Shun) and Dairen. The Russian railways were built for military and political purposes, and do not pay commercially.

The Japanese Railways in Manchuria.—Since the Japanese victory over Russia, Japan has used her railways to make her power stronger in Fengtien. She has rebuilt the railways captured in the war and has

sent many soldiers to guard these railways. The mines belonging to the railway have been developed and Japanese settlements have been built up along the line of the railway.

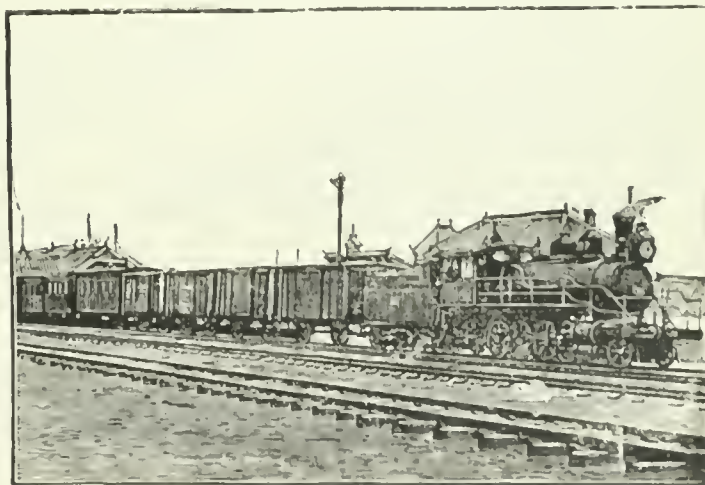
The South Manchurian Railway Company is owned half by the Japanese Government and half by Japanese merchants. Though the line is for military and political purposes, it is a commercial success. It runs from the military harbour of Port Arthur and the commercial port of Dairen, north to Fengtienfu (Mukden) and on to Changchun in the south of Kirin, where Japanese and Russian railways meet. Japan is building a branch railway to Kirin City. The Antung-Mukden branch runs from near the mouth of the Yalu River through the mountains to Mukden (Fengtienfu).

Imperial Railways of North China, in Manchuria.—The Chinese railways in Fengtien run from Shanhaikwan to Newchwang and to Mukden. They are extensions of the Imperial Railways of North China



SOUTH MANCHURIA EXPRESS

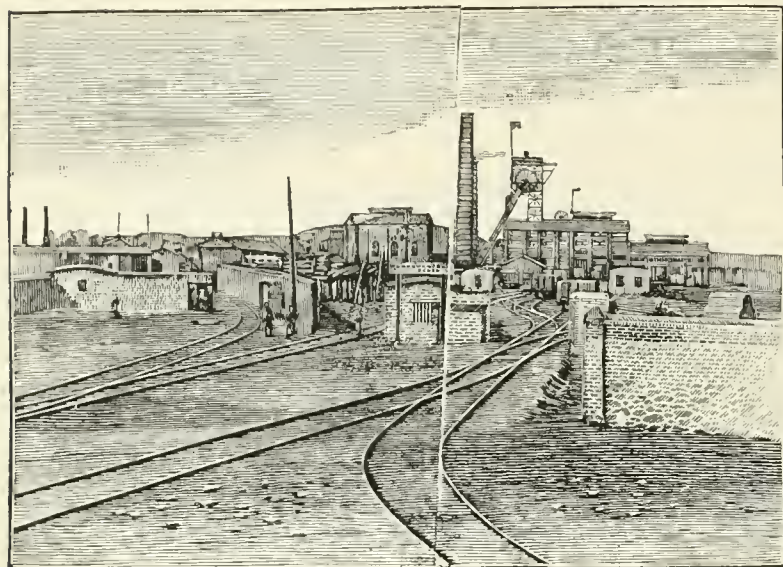
from Peking and Tientsin. China needs to build many more miles of railway in the Three Eastern Provinces.



RAILWAY STATION, NEWCHWANG

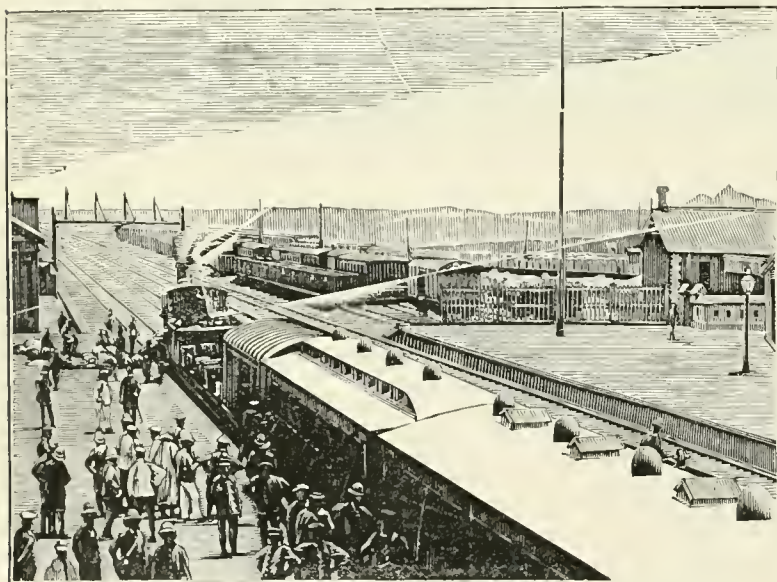
Chihli.—The Imperial Railways of North China connect Peking with Tientsin and run north up the coast of Chihli, pass through the Great Wall at Shanhaikwan and go on to Mukden and Newchwang. This railway is owned by the Chinese Government, but

because the English loaned money to build it, there are some English engineering and financial officers. On this railway,



WORKS OF THE IMPERIAL RAILWAYS OF NORTH CHINA. TANGSHAN

the traffic is large, the administration good, the charges high and the expense low, so the Government in some years gains as much as \$10,000,000 profit. The money gained from this railway has been used, (1) to build other railways, (2) to pay

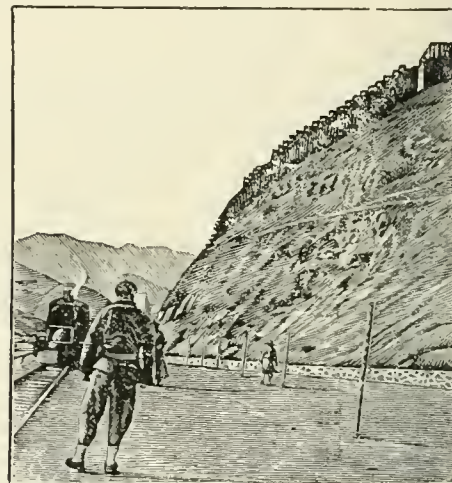


RAILWAY STATION, TIENTSIN

for soldiers, and (3) to support *technical schools*. There are short branch railways to the Tangshan and Kaiping coal

mines and to the coal port at Chinwangtao. In winter, when the Pei Ho is closed by ice, steamers go to Chinwangtao, and from there passengers and goods may go to Tientsin by rail.

Peking to Mongolia (京張鐵路).—The railway from Peking to Kalgan (Changkiakow) is a Chinese railway entirely built by Chinese engineers.

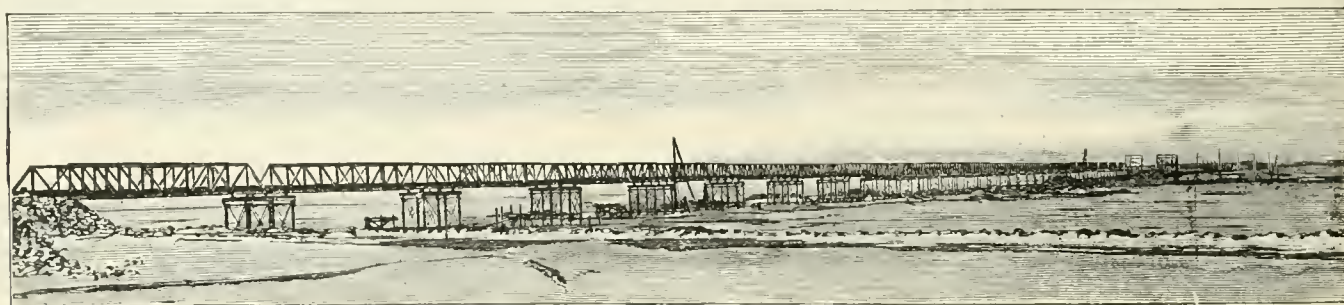


KALGAN RAILWAY AND THE GREAT WALL.

It runs from Peking northwest to the borders of Mongolia. The engineer in charge of the building was *Jeme Tien Yue* (詹天佑).

Peking-Hankow (京漢鐵路).—The railway from Peking to Hankow runs almost north and south through Chihli, Honan and Hupeh. It connects the Yangtse Valley with the capital. From Peking to Hankow was formerly a journey of thirty days; now the *express trains* take less than thirty hours. The railway was for many years in the hands of the Belgians; the Chinese Government bought back the railway with money borrowed from England. This line pays well, but will pay more when better equipped and operated. The bridge across the Hwang Ho is a great work of engineering.

The Peking-Hankow Railway has a number of branches, which are not long now, but some day will go far and do much. The most important of these branches go to Taiyüan and Tzechow in Shansi. By these lines to Shansi, the coal and iron from that great mineral province may be



PEKING-HANKOW RAILWAY BRIDGE ACROSS THE YELLOW RIVER

brought to the railway and thence to the sea. Other short branches run to Honanfu and Kaifeng. At Weishaifu, the Chinghan line crosses the English coal railway



PEKING STATION, PEKING-HANKOW RAILWAY

of northern Honan, which runs from Chinghwa to Taokow.

Hunan—The *Pingsiang Railway* (萍鄉鐵路) is a sixty-mile line mostly in Hunan Province. It carries coal from the Pingsiang mines in the mountains between Hunan and Kiangsi down to Chuchow (株州) on the Siang River. The coal is taken by water from Chuchow to Siangtan (湘潭縣) and Changsha (長沙), and then goes on to Hankow.

Shantung.—The Shantung railway is a German line running from Kiaochow west to Tsinan. It carries coal from the Shantung mines, and pays fairly well. It is connected with the new railway being built from Tientsin to the Yangtse.

Shanghai-Nanking Railway (滬甯鐵路).—The Shanghai-Nanking Railway is the best built and best equipped line in China. It is owned by the Chinese Government, but is operated by a British company which furnished the foreign loan. The builders tried to make a model railway. The railway follows Soochow Creek and the Grand Canal from Shanghai to Chinkiang, and the Yangtse River from Chinkiang to Nanking. It has a solid roadbed, strong bridges, large engines and luxurious carriages. The Railway will gain money when later extensions are made. There is a short branch from Shanghai to deep water at Woosung (吳淞).

Kiangsu-Chekiang Railway (江浙鐵路).—The Shanghai-Hangchow Railway was built with Chinese money by Chinese engineers. People in Chekiang and Kiangsu formed companies which built a railway suitable to the needs of the country passed through. The line was built quickly and cheaply, and has paid from the beginning. The steel rails came from Hanyang; the engines and carriages from America. The railway carries much freight and many passengers. It is being extended from Hangchow to Ningpo.

Yunnan.—The Yunnan railway has been built by the French to make Indo-China the outlet for Yunnan. The railway cost millions of

taels, and thousands of workmen died. It is hoped that China may build new railways to join Yunnan to other provinces. The road runs up an unhealthy river valley to the plateau, passes Mengtsz (蒙自縣), and ends at Yunnanfu. There are a great many *tunnels* through mountains.



SWATOW-CHAOCHOW RAILWAY

Northeastern Kwangtung.—The railway from Swatow to Chaochowfu (潮州府) is short, badly built and at present of little use.

RAILWAYS BEING BUILT

Yueh-Han (粵漢鐵路). The Canton-Hankow Railway is to join Central China with Southern China. It will run from Hankow and Wuchang to Canton, crossing Hupeh, Hunan and Kwangtung. The Kwangtung end of the railway was being built with money subscribed by merchants and gentry, but the Government has decided to have control of the entire line.

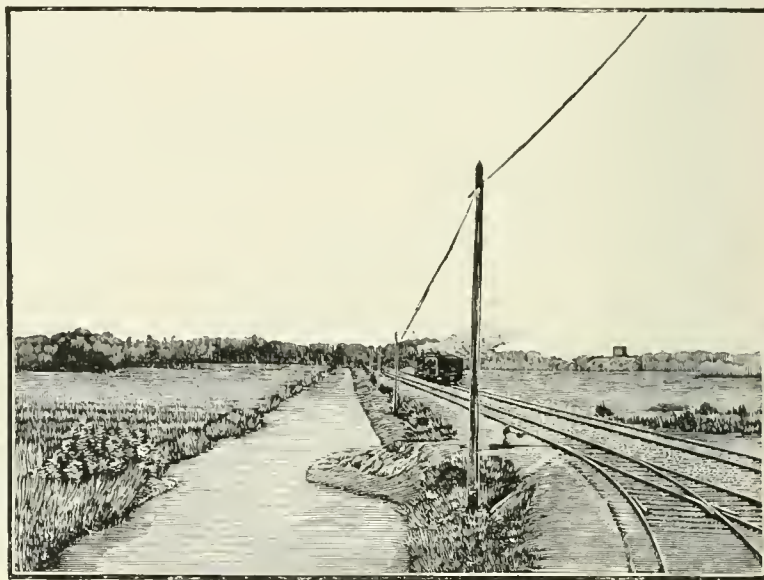
Canton-Kowloon (廣九鐵路). The Canton-Kowloon Railway is built by the Chinese Government with English money. The object of this railway is to join the Yueh-Han and make a direct line between Hongkong and the Yangtse. This line will increase the commerce of Hongkong and Southern China.

Chwan-Han (州漢鐵路). The much-needed Szechwan-Hankow Railway will connect Hankow and Chengtu. This road is hard to build, for many mountains separate the best part of Szechwan from the Hupeh plain. The Yangtse Gorges make water-traffic so difficult and costly that the trade of Western China is checked. The railway, when built, will do a great deal to develop the western part of the Empire. There will probably be two branches, one to Chungking (重慶府) and one to Chengtu.

Tsin-Pu (津浦鐵路). The Tientsin-Pukow Railway will join Northern and Central China, crossing Chihli, Shantung, Northern Kiangsu and Anhwei. It will do the work formerly done by the Grand Canal. It reaches the Yangtse at Pukow, just opposite Nanking, and boats will be built to carry trains across the river. It is a Government railway, but is built by a loan. German engineers are building the line in Chihli and Shantung, while the English are building the southern

part. When this line is completed, people may travel from Peking, the political capital, to Shanghai, the commercial capital, in two days.

Kiangsi Railway. The gentry and merchants of Kiangsi are building a line from Kiukiang to Nanchang.



CANTON-HANKOW RAILWAY

It will not be hard to extend this railway south from Nanchang, over the Meiling Pass to Kwangtung Province, where it might meet the Yueh-Han Railway at Shiuchow (韶州). When this is done, there will be two rail routes from Canton to the Yangtse.

Political Railways. Chinese railways joining interior provinces make the Empire stronger. It would be good policy to buy back the frontier railways even at heavy cost. All railways in China should be Chinese railways, and Chinese railways should go to all parts of the Empire.

英 文 中 國 地 理

釋 義

NOTES

A

Animal-raising, 畜牧.
Anthracite, 白煤.
Antimony, (鑛) 銻; 安的母尼.
Arches, 牌坊; 牌樓.
Area, 面積.
Arid, 乾燥.
Arsenal, 軍器局; 製造局.
Art industries, 手工.

B

Basin, 流域.
Battlefield, 戰場.
Bay, 海股; 海灣.
Beacons, 礁標; 烟檠.
Bean oil, 豇油.
Bituminous coal, 烟煤.
Black-tea, 烏龍; 紅茶.
Board of Communications, 郵傳部.
Bore, 大潮; 高潮.
Bristles, 豬鬃毛.

C

Camphor, 樟腦.
Canton-Kowloon Railway, 廣九鐵路(中英合辦).
Capital, 京城; 省城.
Cement making, 造水泥(即水門汀).
Cereals, 五穀.
Chang Chien, 張謇.
Chang Chih-tung, 張之洞.
Chao Erh-hsun, 趙爾巽.
China Merchants' Steam Navigation Company, 輪船招商局.
Choice, 精美.
Chu Hsi, 朱熹.
Chwan-Han Railway, 川漢鐵路(中國自營).
Climate, 天氣; 氣候.
Coal-fields, 煤田.
Coast line, 海岸線.

Concessions, 租界.
Confucian Temple, 聖廟; 孔廟.
Confucius, 孔子.
Consul, 領事.
Cotton mills, 軋花廠.
Cotton-spinning, 紡績.
Council, 即 Municipal Council, 工部局.
Crude, 粗笨; 不精.
Customs stations, 海關.

D

Dalai Lama, 達賴喇嘛.
Delta, 漲灘; 沙灘.
Dependencies, 藩屬; 藩部.
Diplomatic, 交涉; 外交.
District, 縣.
Docks, 船塢.
Domestic affairs, 內政; 國事; 家務.
Domestic fowls, 家禽.
Driveway, 馬路.
Dynasty, 朝代.

E

Earthenware, 陶器; 瓦器.
Electric-light system, 電燈公司.
Embroidery, 刺繡.
Empire, 帝國.
Estuary, 江口; 河口.
Exported, 輸出; 出口.
Express trains, 快車.

F

Fengtien City, 奉天府城(與奉天省不同).
Ferry-boats, 擺渡船.
Fine weaving, 紡織綢緞.
Flour-milling, 磨粉.
Flour-mills, 麵粉廠.
Foreign loans, 外債.
Foreign trade, 國外貿易.

For the most part, 大半; 大抵.
 Freight, 水脚; 運費.
 Freight, 船貨.
 French Concession, 法租界.
 From a military point of view, 於兵事一方面之觀察.
 Frontiers, 邊疆; 邊界.

G

Glaciers, 冰川.
 Gorges, 澗壑; 山溝.
 Government, 政府.
 Grand Canal, 運糧河.
 Granite, 花崗石.
 Great highway for steamers, 船舶往來之要道.
 Great Wall, 長城.

H

Hanyang Iron and Steel Works, 漢陽鋼鐵廠.
 Harbours, 海口; 港口.
 H.E. (His Excellency), 大人.
 Heilungkiang City, 黑龍江府城(與黑龍江省不同).
 Hemp, 粗麻.
 Highways of commerce, 通商要道.
 Home trade, 國內貿易.
 Hsien Feng, 咸豐.
 Hsuan Tung, 宣統.

I

Imperial Government, 中央政府.
 Imperial Hunting Park, 園塲.
 Imported, 輸入; 進口.
 Indigo, 靛.
 Industrial metals, 工業金類(如銅鐵鉛等).
 Industries, 工藝; 工業.
 Inland trade, 國內貿易.
 Inlets, 海門.
 Inner Chinese City (Peking), 京城.
 Interior, 內地.
 International Settlement, 公共租界.
 In time to come, 將來; 他時.
 Iron works, 鐵廠.
 Irrigation system, 灌溉法; 澗田法.
 Island, 島.

J

Jeme Tien Yue, 詹天佑.
 Junks, 沙船.

K

Kiang, 江; 河.
 Kiangnan Arsenal, 江南製造局.

Kiangsu-Chekiang Railway, 江浙鐵路(即滬杭甬鐵路, 中國自辦).
 Kien-lung, 乾隆.
 Kirin City, 吉林府城(與吉林省不同).

L

Lacquer, 漆.
 Launch, 小火輪; 小汽船.
 Leased, 租; 借.
 Legations, 公使館.
 Li, 華里.
 Lichees, 荔枝.
 Light-houses, 燈塔; 燈臺.
 Location, 地位.
 Loess, 黃土.
 Lowland plains, 低原.

M

Mail steamers, 郵船.
 Manufacture, 製造品.
 Maritime, 臨海.
 Mencius, 孟子.
 Metropolitan, 京師; 都會.
 Miaotze, 苗子.
 Military station, 屯兵之所.
 Millet, 黍; 粟.
 Min-Che viceroyalty, 閩浙總督之管轄區.
 Minerals, 礦產.
 Mohammedan rebellions, 捻匪之亂.
 Mulberry leaf, 桑葉.
 Museums, 博物院.
 Musk, 麝香.
 Musk deer, 麝.

N

Nanyang Industrial Exhibition, 南洋勸業會.
 Natural features, 地勢; 天然形勢.
 Natural wealth, 天然物產.
 Naval base, 軍港.
 Near-by, 左近; 鄰近.
 Nickel, 鎳.
 Nitre, 硝; 火硝.
 North China, 北洋.

O

On the whole, 總之.
 Orchards, 果園.
 Organization, 體制.
 Outer Chinese City (Peking), 北京外城.
 Outlet, 出路.
 Outlook, 光景; 情形.
 Overland route, 陸路.

P

Pagodas, 寶塔.
 Panthers, 豹.
 Pass, 關口.
 Pasture land, 牧場.
 Peiyang University, 北洋大學堂.
 Peking-Hankow Railway, 京漢鐵路(中國自辦).
 Peking-Kalgan Railway, 京張鐵路(中國自辦).
 Peninsula, 半島.
 Petroleum, 火油.
 Piculs, 擔; 石.
 Piece-goods, 洋貨; 疋頭貨.
 Pilgrims, 香旅; 香客.
 Pineapples, 鳳梨; 波羅蜜.
 Pingsiang Railway, 萍鄉鐵路(中國自辦).
 Plateaus, 高原.
 Ply, 逆駛.
 Policy, 政策.
 Poppies, 罌粟花.
 Population, 人數; 戶口.
 Porcelain-decorating, 繪飾磁器.
 Port of call, 碼頭; 口岸.
 Pottery, 瓷器.
 Poultry, 家禽.
 Precious metals, 貴重金類(如金銀).
 Productions, 物產; 出產.
 Provinces, 省.

Q

Quicksilver, 水銀.

R

Rainfall, 雨量.
 Ranges, 山嶺; 山脈.
 Rape-seed, 菜子.
 Rapids, 激湍; 急流.
 Reclaim, 開墾.
 Relief map, 地文圖.
 Reserve power, 接應力.
 Resident, 駐紮公使.
 Resources, 利源.
 Rights, 利權.
 River-basins, 河流.
 River conservancy, 濬河工程局.
 River-mouths, 河口.
 River-valleys, 流域.
 Round about, 四面; 周圍.
 Ruins, 古跡.

S

Sandalwood, 檀香木.
 Seafaring people, 航海者; 水手.

Sesamum seeds, 芝麻.
 Settlement, 租界.
 Shanghai-Hangchow line, 滬杭鐵路(中國自營).
 Shanghai-Nanking Railway, 滬甯鐵路(英國承辦).
 Shansi University, 山西大學堂.
 Shark's fins, 魚翅.
 Shell-fish, 介蟲.
 Ship-building works, 船塢; 船廠.
 Shipping centre, 船舶往來之中心點.
 Shrine, 廟; 寶座.
 Silk filatures, 繅絲廠.
 South China, 南洋.
 Square miles, 方里.
 Steamer landings, 輪船碼頭.
 Steam-launches, 小火輪.
 Stock-raising, 畜牧.
 Strawbraid, 草帽縷.
 Straw-matting, 草蓆.
 Sugar beets, 甜蘿蔔.
 Sugar refining, 煉糖.
 Syndicate, 公司.
 System, 山脈.

T

Tableland, 高原; 平陵.
 Taipings, 長髮賊.
 Tartar City, 皇城.
 Tashi Lama, 班禪喇嘛.
 Taxpayers, 完稅者.
 Technical schools, 專門學堂; 實業學堂.
 Telegraph, 電報.
 Temperature, 氣候; 溫度.
 Temple of Agriculture, 先農壇.
 Temple of Heaven, 天壇.
 Temple of the Lamas, 喇嘛寺.
 Terraced, 平頂; 臺形.
 Tientsin-Pukow line, 津浦鐵路(英德合辦).
 Tobacco factories, 製烟廠.
 To take the place of, 以代.
 Tow, 拖帶; 曳.
 Trade agent, 經理人.
 Trade-marts, 市場; 商埠.
 Traffic, 貿易; 交通.
 Tramways, 電車.
 Transportation, 輸運.
 Treasurer, 藩司; 布政使.
 Treaties, 條約.
 Treaty of peace, 和約.
 Treaty ports, 商埠; 通商口岸.
 Tributaries, 支流.
 Tropical zone, 熱帶.
 Trunk line, 幹路; 幹線.
 Tseng Kuo-fan, 曾國藩.

Tso Tsung-tang, 左宗棠.

Tuan Fang, 端方.

Tungchih, 同治.

Tunnels, 隧道; 山路.

U

Undeveloped, 尚未開墾.

Unload, 卸(貨).

Upland plains, 高原.

V

Valley, 流域.

Viceroy, 總督.

Viceroyalty, 總督管轄區.

W

Wang Yang-ming, 王陽明.

Water-power, 水力; 水動力.

Water-route, 水路; 航路.

Waterways, 水道; 水路.

Wax-insect, 蠟蟲.

West, 西方; 西部.

Wharves, 埠頭; 碼頭.

World's fair, 博覽會; 賽珍會.

Wrought, 鍛煉.

Wrought iron, 鍛鐵; 熟鐵.

Y

Yak, 犏牛.

Yamens, 衙門; 署.

Yellow earth, 黃土.

Yuan Dynasty, 元朝.

Yuchuanpu, 郵傳部.

Yueh-Han Railway, 粵漢鐵路(中國自辦).

英 文 中 國 地 理 地 名 表 VOCABULARY

A

Aden, 亞丁.
Afghanistan, 阿富汗.
Africa, 阿非利加.
Aigun, 愛琿.
Alaska, 阿拉斯加.
Altai Mountains, 阿爾泰山.
Amoy, 廈門.
Amur River, 黑龍江.
Anhwei, 安徽省.
Anking, 安慶府.
Ansichow, 安西州.
Antung, 安東縣.
Argun, 亞爾古納河.
Australia, 澳大利亞.

B

Batang, 巴塘.
Bhamo, 巴摩.
Blagovestchensk, 海蘭泡.
Brahmaputra, 雅魯藏布江.
Burma, 緬甸.

C

Canton, 廣州府.
Ceylon, 錫蘭島.
Changan, 長安.
Changkiakow (or Kalgan), 張家口.
Changchow, 常州.
Changchun, 長春.
Changpai Shan, 長白山.
Changsha, 長沙府.
Changshu, 長熟.
Changteh, 常德府.
Ch'aochowfu, 潮州府.

Chaotung, 昭通府.
Chefoo, 烟台.
Chekiang, 浙江省.
Chengchow, 鄭州.
Chengtingfu, 正定府.
Chengtu, 成都.
Chiayukwan, 嘉峪關.
Chientao, 間島.
Chihli, 直隸省.
Chinchow, 錦州.
Chinghai, 青海.
Chinglingchow, 城陵磯.
Chinhua, 金華府.
Chinkiang, 鎮江.
Chinwangtao, 秦皇島.
Chowhsien, 鄒縣.
Chowkiakow, 周家口.
Chuanchow, 泉州府.
Chuchow, 株州.
Chung Kiang, 中溪河.
Chungking, 重慶.
Chusan Island, 舟山島.
Colombo, 可倫坡.

D

Dairen (Dalny or Talienswan), 大連灣.

E

Erh-hai, 洱海.
Europe, 歐羅巴洲.

F

Fakumen, 法庫門.
Fengxiangfu, 鳳翔府.
Fengtien (or Mukden), 奉天.
Fengyang, 鳳陽府.

Fochow, 福州府.
Fukien, 福建省.
Fushun, 撫順.

G

Gartok, 加托克.
Gabi (or Shamo), 戈壁沙漠.
Grand Canal, 運糧河.
Gyangtze, 江孜.

H

Hainan, 海南島.
Haining, 海甯州.
Hami, 哈密.
Hanchungfu, 漢中府.
Hangchow, 杭州府.
Hanyang, 漢陽府.
Hankow, 漢口.
Han River, 漢水.
Harbin, 哈爾濱.
Heilungkiang, 黑龍江.
Himalaya, 希瑪拉雅山.
Hoihow, 海口.
Honan, 河南省.
Hongkong, 香港.
Honolulu, 檀香山(亦稱和諾魯魯).
Hsiakwan, 下關.
Hinganfu, 興安府.
Hsuehowfu, 徐州府.
Huchow, 湖州府.
Hunan, 湖南府.
Hunchun, 琿春.
Hungshui, 洪水.
Hungtze (Lake), 洪澤湖.
Hupei, 湖北省.
Hwaiian, 淮安府.
Hwai Ho, 淮水.

Hwang Ho, 黃河.
Hweichow (Kwangtung), 惠州府.
Hweichowfu (Anhwei), 徽州府.

I

Ichang, 宜昌.
Iifu, 伊犁府.
India, 印度.
Indo-China, 印度支那.
Indus River, 印度河.
Irrawaddy River, 伊拉瓦第河.

K

Kaifeng, 開封府.
Kaiping, 開平.
Kalgan, 張家口.
Kanchow, 甘肅.
Kanchowfu, 贛州府.
Kan River, 贛江.
Kashgar (or Sulifu), 疏勒府.
Kashing, 嘉興府.
Kansu, 甘肅省.
Khailar River, 海喇爾河.
Khotan, 和闐.
Kiakhta, 恰克圖.
Kialing Kiang, 嘉陵江.
Kianfu, 吉安府.
Kiangchow, 絳州.
Kiangnan, 江南.
Kiangpei, 江北.
Kiangpeiting, 江北廳.
Kiangsi, 江西省.
Kiangsu, 江蘇省.
Kiaochow, 膠州.
Kiaochow Bay, 膠州灣.

Kienning, 建甯府.
Kinchow, 錦州.
Kingtehchen, 景德鎮.
Kinyüan, 慶遠府.
Kirin, 吉林.
Kirinfu, 吉林府.
Kiukiang, 九江.
Kiungchow, 瓊州.
Kobdo, 科布多.
Koko Nor, 青海.
Kongmoon, 江門.
Korea, 朝鮮.
Kowloon, 九龍.
Kuenlun, 崑崙.
Küfow, 曲阜.
Kuling, 牯嶺.
Kulun, 庫倫.
Kungpeh (or Lappa), 拱北.
Kunshan, 崑山.
Kwanchengtze, 寬城子.
Kwangchow Bay, 廣州灣.
Kwangsi, 廣西.
Kwangtehechow, 廣德州.
Kwangtung, 廣東省.
Kweichow, 貴州省.
Kweih sien, 貴縣.
Kweihwating, 歸化廳.
Kweilin, 桂林.
Kwei River, 桂江.
Kweitehfu, 歸德府.
Kweiyang, 貴陽府.

L

Laichow, 萊州.
Lanchow, 蘭州府.
Laos, 南掌(亦稱老撾).
Lappa (or Kungpeh), 拱北.
Lhasa, 拉薩.
Liangchow, 涼州.
Liang-hu, 兩湖.
Liang-kiang, 兩江.
Liao Basin, 遼河流域.
Liaotung Peninsula, 遼東半島.
Liping, 黎平府.
Li River, 澧水.
Litang, 裏塘.
Liuchowfu (Kwangsi), 柳州府.
London, 倫敦.
Loyang, 洛陽.
Luchow, 瀘州.
Luichow Peninsula, 雷州半島.

Lungchow, 龍州.
Lu Shan, 廬山.

M

Macao, 澳門.
Maimachin, 買賣城.
Mamoi Island, 馬尾島.
Manchuli, 滿州里.
Manchuria, 滿州.
Mediterranean Sea, 地中海.
Meiling Pass, 梅嶺關.
Mekong, 瀾滄江.
Mengtsz, 蒙自縣.
Miao Ling, 苗嶺.
Min Kiang, 閩江.
Mongolia, 蒙古.
Moscow, 莫斯科.
Mukden, 奉天.

N

Nanchang, 南昌府.
Nanking, 南京.
Nan Ling Mountains, 南嶺山脈.
Nanningfu, 南甯府.
Nantao, 滬南; 上海南市.
Nanyang, 南陽府.
Nanzing, 南潯.
Nevada, 內華達.
Newchwang, 牛莊.
Ninghia, 甯夏.
Ningpo, 甯波.
Ninguta, 甯古塔.
Nonni River, 嫩江.

P

Pacific Ocean, 太平洋.
Pagoda Island, 馬尾島.
Pai Ho, 白河.
Pakhoi, 北海.
Paoshan District, 寶山縣.
Paotingfu, 保定府.
Peking, 北京.
Persia, 波斯.
Petuna, 伯都納(亦稱新城府).
Philippine Islands, 菲力賓羣島.
Ping-kiang, 萍鄉.
Pingliang, 平涼府.
Pinglo, 平樂府.

Pingtingchow, 平定州.
Port Arthur, 旅順口.
Poseh, 百色.
Poshan, 博山縣.
Potala, 布達拉(達賴喇嘛之宮殿).
Poyang Lake, 鄱陽湖.
Pukow, 浦口.
Putu Shan, 普陀山.

R

Russia, 俄國.

S

Sachofu (or Yarkand), 莎車府.
Samshui, 水縣.
San Francisco, 三佛蘭西斯哥(即舊金山).
Sanhsing, 三姓.
Sanmen Bay, 三門灣.
Santuaio, 三都澳.
Shamo (or Gobi), 戈壁沙漠.
Shanghai, 上海.
Shanhaikwan, 山海關.
Shansi, 山西省.
Shantung, 山東省.
Shaohsing, 紹興府.
Shasi, 沙市.
Shekichen, 賒旗鎮.
Shengking, 盛京省.
Shensi, 陝西.
Shigatse, 日喀則.
Shiuchow, 韶州.
Siam, 暹羅.
Sianfu, 西安府.
Siang Kiang, 湘江.
Siangtan, 湘潭縣.
Siberia, 西比利亞.
Si Hu, 西湖.
Si Kiang, 西江.
Singapore, 新嘉坡.
Siningfu, 西甯府.
Sinkiang, 新疆.
Sinminfu, 新民府.
Sinyangchow, 信陽州.
Soochow, 蘇州府.
South America, 南美洲.
Suchow, 肅州.
Suez Canal, 蘇彝士運河.
Suifenhö, 綏芬河.

Suifu, 鉅州府.
Suitechow, 綏德州.
Sulifu (or Kashgar), 疏勒府.
Sünchowfu, 潯州府.
Sungari Basin, 松花江流域.
Sungkiang, 松江府.
Sunning, 新甯縣.
Swatow, 汕頭.
Sydney, 悉尼.
Szechow, 思州府.
Szechwan, 四川省.
Szemao, 思茅廳.
Szenan, 思南府.

T

Taichow, 台州.
Tai Hu, 太湖.
Tai Shan, 泰山.
Taiyüanfu, 太原府.
Talienwan, 大連灣.
Talifu, 大理府.
Tangshan, 唐山.
Taokow, 道口.
Tarim River, 塔里木河.
Tashi-Lunpo, 札什倫布(班禪喇嘛之宮).
Tatsienlu, 打箭爐.
Tatung, 大通.
Tatungkow, 大東溝.
Tengchow, 登州.
Tengyueh, 騰越廳.
Tibet, 西藏.
Tiehling Pass, 鐵嶺關.
Tien Shan, 天山.
Tientsin, 天津.
Tihwafu (or Urumchi), 迪化府(亦稱烏魯木齊).
Tinghai, 定海.
Tongking, 東京(亦稱北圻).
Trans-Himalaya, 特蘭士希馬拉雅山.
Tsechowfu, 澤州府.
Tse River, 資水.
Tsientang River, 錢塘江.
Tsinan, 濟南府.
Tsinchow, 秦州.
Tsingkiangpu, 清江浦.
Tsingtao, 青島.
Tsingwha, 清化鎮.
Tsitsihar, 齊齊哈爾.

Tsitsingkwan, 七星關.
 Tsungming, 崇明.
 Tunen River, 圖們江.
 Tungchow, 通州.
 Tungchowfu, 同州府.
 Tungchwan, 東川府.
 Tungjen, 銅仁府.
 Tungkwan, 潼關.
 Tungting Lake, 洞庭湖.
 Turfan, 土魯番.

U

Uliassutai, 烏里雅蘇台.
 Urga, 烏爾憂(即庫倫).
 Urunchi, 烏魯木齊.
 Ussuri River, 烏蘇里江.

V

Vladivostok, 海參崴.

W

Wanhsien, 萬縣.
 Weihaiwei, 威海衛.
 Wehsien (Shantung), 濰縣.
 Wehsien (Chihli), 威縣.
 Weihwei, 衛輝府.
 Wei River (Honan), 衛水.
 Wei River (Shensi), 渭水.
 Wenchow, 溫州.
 West Lake, 西湖.
 Whangpoo, 黃浦.

Woosung, 吳淞.
 Wuchang, 武昌.
 Wuchow, 梧州.
 Wuhu, 蕪湖.
 Wu Kiang, 烏江.
 Wukiang, 吳江縣.
 Wu Ling Mountains, 武陵山脈.
 Wusih, 無錫.
 Wutai Shan, 五台山.

Y

Yachowfu, 雅州府.
 Yalung Kiang, 鴉龍江.
 Yalu River, 鴨綠江.
 Yangchow, 揚州.

Yangtse Kiang, 揚子江.
 Yarkand (or Sachofu), 莎車府.
 Yatung, 亞東.
 Yen-an, 延安府.
 Yenping, 延平府.
 Yentai (or Chefoo), 烟台.
 Yingkow, 營口.
 Yoehow, 岳州.
 Yuanchow, 沅州府.
 Yuan Kiang, 沅江.
 Yu Kiang, 右江.
 Yulin, 榆林府.
 Yungchow, 永州府.
 Yunnan, 雲南省.
 Yunnanfu, 雲南府.

Geography of the World

(in English)

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Geography of China

COMMERCIAL PRESS, Ltd.

* 翻 印 必 究 *	分 售 處	總 發 行 所	印 刷 所	發 行 者	校 訂 者	編 纂 者	宣 統 三 年 六 月 初 版
	蘇州 杭州 福州 廣州 潮州	上海 四馬路 中市	上海 北河南路 北首寶山路	商務印書館	新 富 鄭 富 灼	美 國 哈 金 絲	(英文中國地理一册) (每册定價大洋壹元伍角)

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